

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXIII., No. 45.]

SATURDAY, NOVEMBER 10, 1877.

[WHOLE No. 2,168, VOL. L

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## American Railroad Journal.

New York, Saturday, November 10, 1877.

Mr. T. P. PEMBERTON has charge of the MECHANICAL DEPARTMENT of this JOURNAL.

### Massachusetts Central Railroad.

At the annual meeting of the stockholders of the Massachusetts Central Railroad Company, held in Boston on the 21st ult., the following gentlemen were chosen directors for the ensuing year: Andrew H. Green, Josiah H. Reed, Darius R. Mangam, Joseph Pool, Daniel J. Sprague, of New York; John Wooldredge, Charles A. Cutting, James M. Stone, of Boston; Francis Brigham, of Hudson; J. Edwin Smith, F. B. Shattuck, of Worcester; Lewis J. Dudley, of Northampton; Henry F. Hills, of Amherst; James S. Draper, of Wayland; Franklin Bonney of Hadley; Charles M. Harris, of West Boylston; Hiram Wadsworth, of Barre.

From the report of the directors we learn that the condition of the company has much improved during the year, and that contracts have been made with N. C. Munson and D. N. Stanton, of

New York, for the speedy completion of the road. From the report of the treasurer it appears that there was due treasurer Sept. 30, 1876, \$329 32; expenses to Sept. 30, 1877, \$6,927 33; receipts for the year, \$6,953 08; balance due treasurer \$303 57. The balances of ledger accounts condensed into form prescribed by the Railroad Commissioners were given as follows:

Cost of road.....	\$2,765,534 32
Notes and accounts receivable.....	42,541 01
Total.....	\$2,808,075 34
Credit by capital stock.....	\$1,757,616 98
Funded debt.....	995,000 00
Notes payable.....	42,925 46
Individual credits.....	12,532 95

Total.....\$2,808,075 34  
From these balances it appears that the various items included under the title, "Cost of road," have increased during the year \$4,482 12; that the capital stock credit balance has increased \$240; that the credit balance of notes payable account has increased \$13,564 34, and those of all individual accounts \$74 25, while about \$10,000 of the rents have been charged off to reduce the "cost of road." Coupons Nos. 4, 5, 6, 7, 8 and 9 remain unpaid, and the assessments due and unpaid amount to \$1,242,383 07.

### Madeira and Mamore (Brazil) R. R.

We are just in receipt of a cable telegram from London announcing the execution of the contract there between "The Madeira and Mamore Railroad Company," limited, "The National Bolivian Navigation Company," and Messrs. P. & T. Collins, contractors, of this city, by which the latter agree to complete the graduation, masonry and superstructure and furnish the equipment of the railroad of the first named company. This road is projected from the present head of navigation on the Madeira river, a branch of the Amazon, in Brazil, to Banneira Falls, on the Mamore river, on the borders of Bolivia, and is about 180 miles long, embracing the falls and rapids, which now render navigation impracticable. It is designed as a narrow gauge road, with iron rails of 45 pounds per yard, and will be used to transport the products of the Atlantic slopes of the Andes to the navigable waters of the Madeira river and thence down the Amazon. By an agreement with

the contractors the Philadelphia and Reading Coal and Iron Company will supply all the rails and other iron work and materials that will be required to construct and equip the road. The payments to the contractors will be about three-quarters in cash, for which the money is now in hand, and the remainder in the debentures of the railway company, guaranteed by the Government. The Philadelphia and Reading Coal and Iron Company will receive for the materials furnished, covering an amount of some five millions of dollars, the cash on shipment from the port of Philadelphia.—*Phila. Ledger.*

### Lehigh Valley Railroad.

The extension of a branch of the Lehigh Valley Railroad from the borough of Shenandoah down the valley of the same name, some five miles in length to the borough of Girardville, is quite an event in Schuylkill county—first the building a railroad, itself, in the coal region is of interest, as they rarely occur now, then to have a rival of the Reading in its especial domain is quite a significant fact. The whole line of this travel is over the Girard lands of the city of Philadelphia, but develops no new territory not already opened by the Reading Company's branches. Of the ten collieries of the city lands half of them can ship over the present Lehigh railroad. Several did, but changed to the Reading railroad and now but one or two ship over the former. This new branch is not therefore properly a coal road, as the Reading own nearly all the land and collieries near its route except that of the city as named above. It is a great convenience, however, for passenger and merchandise traffic, having direct communication via the Lehigh with New York and other points eastward. We hope to see it extended to Ashland, also a branch from Tamaqua to Pottsville. The more roads the better for Schuylkill county.—*Miners' Journal.*

### Russian Railways.

The aggregate length of line in Russia on the 30th of June, 1877, was 18,737 versts, against 17,694 versts on the 30th of June, 1876. There are now 54 distinct lines of railway in operation in Russia. The aggregate receipts on the whole system during the six months ending June 30, 1877, were 81,338,487 rubles, (4,345 per verst), against 67,437,790 rubles (3,811 per verst) in 1876, showing an increase of 13,900,697 rubles. Out of the 54 lines making up the Russian system, 15 only show any diminution in receipts. The net increase

of the first half-year of 1877 over that of 1876 is 14 per cent.

#### Worcester and Nashua Railroad.

The income of the Worcester and Nashua Railroad Company for the year ending September 30, 1877, was as follows:

From passengers.....	\$196,959 37
" freight.....	279,279 39
" car service.....	9,018 58
" United States mails.....	11,981 80
" rent of property.....	5,784 70
" dividends on Nashua & Rochester Railroad stock.....	25,860 00

Total income.....\$528,883 84

#### Disbursements:

Expenses of operating road.....	\$339,979 23
Paid interest on bonds.....	66,500 00
Paid interest on notes.....	1,098 26
Paid rent of Nashua and Rochester Railroad.....	116,724 00

524,301 49

Balance to credit of profit and loss. \$4,532 35

The earnings and expenses of the Nashua and Rochester Railroad are embraced in the foregoing statement. The net earnings of that road the past year have been \$18,345 in excess of 1876. The indebtedness of the Worcester and Nashua Railroad embraces the following items: bonds payable, \$1,000,000; notes payable, \$99,613; unpaid interest warrants, \$4,713. The assets are estimated at \$3,117,047.

#### Dayton and Michigan Railroad.

The income of this company for the year ending March 31, 1877, was as follows:

From passengers.....	\$280,933 74
" freight.....	570,207 69
" mails and express.....	86,316 09
" rents.....	4,753 59
" Toledo elevator.....	10,602 62
" miscellaneous.....	2,871 75

\$905,685 48

#### Expenses, viz:

Transportation.....	\$595,051 73
Taxes.....	56,214 15
Interest.....	186,526 39
Dividends on preferred stock.....	102,888 00
Dividend on common stock.....	34,906 37

975 586 64

Net loss to C., H. & D. lessor... \$69,901 16

There has been expended for construction and other items, as follows:

Fencing.....	\$2,077 06
Depot at Deshler.....	1,749 77
Depot at Leipsic.....	438 22
Slide tracks.....	1,329 42
Coal platform, Piqua.....	423 99
Real estate and right of way.....	600 00
Equipment account for air brakes.....	5,108 00
Redemption of 3d Mortgage bonds.....	4,480 00
C., H. & D. Railroad.....	3,273 54

Total.....\$19,480 00

From the following sources, viz:

Trustee sinking fund refunded.....	\$15,000 00
Preferred stock fund.....	4,480 00

Total, as above.....\$19,480 00

The report of the Cincinnati, Hamilton and Dayton Railroad Company, lessees, an abstract of which was given in our last issue, says that nothing has been paid on account of sinking fund of this company the past year, and the amount paid

the last half of the year previous, has been returned by the trustee, after several advertisements for the bonds, and failure to obtain them at satisfactory prices. He has since decided that the cancellation of the large number of bonds, in exchange for preferred stock was a full compliance with the provisions of the mortgage.

#### BALANCE SHEET, March 31,

	1876.	1877.
Construction.....	\$5,691,684 71	\$5,697,703 17
Right of way.....	108,711 05	108,861 05
Real estate.....	278,594 20	279,044 20
Rolling stock.....	775,456 12	780,564 12
Lima shop equipment.....	12 145 31	12 145 31
Bills receivable.....	129 00	129 00
Individual accounts.....	15,629 00	629 00
Preferred stock fund.....	77,443 28	72,963 28
Profit and loss.....	145,608 69	145,608 69

\$7,105,401 36 \$7,097,647 82

Capital stock.....	\$2,401,067 83	\$2,401,067 83
Preferred stock.....	1,286,100 00	1,286,100 00
1st Mortgage bonds.....	1,846,000 00	1,846,000 00
2d Mortgage bonds.....	426,000 00	426,000 00
3d Mortgage bonds.....	356,000 00	351,000 00

1st Toledo Depot bonds.....	52,500 00	52,500 00
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2d Toledo Depot bonds.....	53,000 00	53,000 00
Income bonds.....	300 00	300 00

C., H. & D. R. R. Co.....	522,090 25	515,816 71
Gain on bonds, etc.....	162,343 28	162,863 28

\$7,105,401 36 \$7,097,647 82

President.—R. M. SHOEMAKER.

Vice President.—MATTHEW SHOEMAKER.

Directors.—R. M. Shoemaker, Matthew Shoemaker, Theodore Cook, J. N. Kinney, Henry Lewis, Preserved Smith, J. H. Rogers, L. B. Harrison, Martin Bare.

General Superintendent.—LEWIS WILLIAMS.

Assistant Superintendent.—JOHN H. WELLER.

Secretary & Treasurer.—FREDERICK H. SHORT.

#### Massachusetts Central Railroad.

It will be noticed that at the recent meeting at Boston of the Massachusetts Central Railroad six new directors from New York were placed upon the regular board, with Andrew H. Green at their head. He takes his position on the Board of Directors with the distinct understanding that he is at once to become President of the corporation. These New York directors were elected because they will doubtless be able to negotiate the bonds of the road so as to raise enough for its completion. Mr. Munson, the original contractor and a heavy owner in the Central, is understood to be the prime mover in securing their assistance. Mr. Green also specifies as part of the bargain that he shall bring his own engineers, competent men, in whom he has confidence, to do the necessary engineering. The plan of operations is to retire all the bonds already issued, and issue new bonds upon a first mortgage. The holder of the bonds has given the officers of the road a contract to deliver them at a certain price. The towns along the line that still have unpaid subscriptions will be obliged to pay up if the road is built, the failure to build having thus far been successfully held by them as a reason why they should not pay. This infusion of new life and capital into the road will be welcome news to the towns all along the line. It may renew the faith of some in the road to rehearse that all along its line and in its natural field for support there is double the population, manufactures and wealth that there is along the line of the Fitchburg road; that from Northampton to Boston, the Central crosses nearly a dozen railroads, and that from the point of junction its own line is the shortest route to Bos-

ton. The meeting of Wednesday was adjourned one month to allow the perfecting of these plans. Mr. Munson is very confident that something will now be done.—*Boston Journal*, Nov. 3.

#### Cincinnati, Richmond and Chicago R. R.

The income of this company for the year ending March 31, 1877, was as follows:

From passengers.....	\$61,500 08
" freight.....	114,738 03
" mails and express.....	9,361 37
" rents.....	146 40

\$185,745 88

#### Expenses, viz:

Operating.....	\$132 706 26
Taxes.....	4,902 13
Interest.....	43,120 09
General interest.....	955 48

181,683 87

Net earnings for the year.....\$4,062 01

—which has been applied to the reduction of balance due Cincinnati, Hamilton and Dayton Railroad Company, lessees, which at date of last report amounted to \$8,268 40, and now stands at \$4,206 39.

#### BALANCE SHEET, March 31,

	1876.	1877.
Construction.....	\$826,733 29	\$826,733 29
Equipment.....	184,551 98	184,551 98
Real estate.....	700 00	700 00
Profit and loss.....	10,183 13	6,761 12

\$1,022,168 40 \$1,018,736 39

Capital stock.....	\$382,600 00	\$382,600 00
1st mortgage bonds.....	560,000 00	560,000 00
2d mortgage bonds.....	65,000 00	65,000 00
C., H. & D. R. R. Co., lessees.....	8,268 40	4,206 39

Interest on bonds, unclaimed.....	6,300 00	6,930 00
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\$1,022,168 40 \$1,018,736 39

President.—R. M. SHOEMAKER.

Vice President.—RUFUS KING.

Directors.—R. M. Shoemaker, Rufus King, Theodore Cook, J. N. Kinney, Henry Lewis, Preserved Smith, J. H. Rogers, E. W. McQuire, Martin Bare.

General Superintendent.—LEWIS WILLIAMS.

Secretary & Treasurer.—FREDERICK H. SHORT.

#### Louisville, Cincinnati and Lexington Railway.

The Louisville Courier-Journal says that an order of confirmation has been made in the sale of the Louisville, Cincinnati and Lexington Railroad, and then adds:

The order states that the report of sale filed October 19th is approved and confirmed, and the Commissioner of the court is directed, on behalf of all parties interested, to execute a deed to the purchaser, the Louisville, Cincinnati and Lexington Railway Company. In making the conveyance, the Commissioner shall recite the execution of the special covenant of the purchaser to the city of Louisville, by which it bound itself to the payment of the one hundred bonds of \$1,000 each; also, the execution of the special covenant to Joseph Patterson to pay \$7,000, being the amount unpaid of the bonds included in the mortgage to Guthrie, McKnight and Bowles, of the Louisville and Frankfort Railroad Company; also, the execution of the special covenant to Norvin Green, trustee, for the payment of 3,000 bonds of \$1,000 each; also, the execution of twenty purchase bonds of \$36,575 each, payable respectively from three to sixty months. The Receiver is continued in his office after he shall have turned over the property, for the purpose of collecting any money due him, defending any suits now pending against



him, prosecuting any in which he is now engaged, settling his accounts, etc. The action is retained for the purpose of enforcing the performance of the covenants, closing up the affairs of the Receiver's office, and making a final determination of this action. The court reserves the power to resume possession of the property when the purchaser shall make default in the performance of the covenants or sale of bonds.

#### Cincinnati, Hamilton and Indianapolis Railroad.

The income of this company for the year ending March 31, 1877, was as follows:

From passengers.....	\$148,541 81
" freight.....	230,361 48
" mails and express.....	11,227 69
" rents.....	3,390 69
	<hr/>
	\$393,521 67

#### Expenses, viz:

Operating and renewals..	\$389,546 53
Taxes.....	12,319 46
Interest.....	191,203 66
	<hr/>
	593,069 65

Loss.....\$199,547 98

The expenditures on account of this company by the Cincinnati, Hamilton and Dayton Railroad Company during the past year were: for balance paid on account of purchase of the road, \$12,640 40; damages paid on account of accident at Brownsville in 1873, \$9,839 16; side tracks, \$440 01; fencing, \$211 08; depot at Reedville, \$360; Connersville cut, \$2,568 22; air brakes, \$1,822—making in all \$27,914 87 paid on account of this company in addition to the loss on operating. A total of \$227,462 85 against \$266,650 37, or a decrease of \$39,187 52; making the advances to this company to date \$1,631,033 22. This account has been credited with the amount of unsold bonds, \$654,000, leaving a balance, as stated below, of \$977,033 22.

#### BALANCE SHEET.

Construction.....	\$2,412,914 19
Equipment.....	232,072 48
Steam excavator.....	8,978 00
Real estate.....	50,876 91
Profit and loss.....	772,191 64
	<hr/>
	\$3,477,033 22

First Mortgage bonds.....	\$2,500,000 00
C., H. & D. R. R. Co.....	977,033 22
	<hr/>
	\$3,477,033 22

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#### Southern Maryland Railroad.

The Circuit Court, which recently closed its session at Marlboro', Prince George's county, Md., passed an order rescinding the order of June last which directed the sale of the Southern Maryland Railroad, now being constructed between Washington and Point Lookout, Md. The order for the sale was issued in June by Judge Magruder at the instance of C. J. Harrah and others, of Philadelphia, in combination with the creditors of the road. Subsequently Chief Justice Brent granted an injunction upon the application of Van Renswick, Darling and other stockholders, restraining the sale, and, the case coming before the full

bench at Marlboro', the order of sale was rescinded, as above mentioned. This decision sustains the claim of certain stockholders and Col. Samuel S. Smoot to \$700,000 of the securities of the road under the contract of that gentleman with the company.

#### Railroads in Ohio.

On the 1st inst. there were but 3,000 feet of iron to lay to connect the two track-laying parties on the Scioto Valley Railroad. The unfinished portion was in section 9, below Stony Creek. It was expected that the iron for this portion would arrive on the 3d inst., when it would be at once put in position and the last spike driven, thus completing the road from Columbus to Portsmouth.

About five miles of the Tuscarawas Valley Railroad west from Bridgeport, is ready for the ties, while the bridges and other heavy work are being pushed forward with vigor.

An article is being signed to procure a charter to build a road from Urbana to Troy, and Eaton in Preble county.

An effort is being made by the people of Toledo to have the Ann Arbor and Toledo railroad opened. A large portion of the grading has been completed for some time. The road will enter Toledo in the vicinity of the Columbus and Toledo depot, and will, when completed, be of immense advantage to the latter road, as it opens up a new section of Michigan to the coal traffic.

The directors and stockholders of the Cincinnati and Eastern Railroad Company have agreed to render all the aid possible for the construction of the Hillsboro and Sardinia narrow gauge railroad, for the building of which all necessary subscriptions have been secured. This road will prove an important feeder to the Cincinnati and Eastern Railroad.

Regular trains are now run on the Dayton and Southeastern Railroad from Dayton to Musselman's, at their juncture with the Marietta and Cincinnati Railroad.

Work on the Springfield, Jackson and Pomeroy road, is being rapidly pushed between Washington and Greenfield.

A narrow gauge road is proposed from Mc Connelsville to the Perry county coal fields.

The Philadelphia Ledger says that the litigation in reference to the lease of the United Companies of New Jersey to the Pennsylvania Railroad Company would seem to be at an end. The parties who applied to Judge Mitchell for an injunction to restrain the payment of the quarterly rent due on the 10th ultimo have authorized the discontinuance of that suit, and it will probably never be heard of more.

A meeting of the Directors of the Manhattan Railway Company was held on the 6th inst. at No. 13 William street. William L. Scott, John Ross, and M. Courtright resigned as Directors, and in their places Cyrus W. Field, William T. Pelton, and A. H. Barney were chosen. Mr. Pelton was subsequently elected President of the company.

The Waynesboro', Penn., Record says that the success of the Harrisburg and Potomac railroad is now assured. The Messrs. Dacy, of Boston, have article for the building of the railroad bridge between New Cumberland, on the Cum-

berland county side, and Ewington, on the Dauphin county side of the Susquehanna river, below Harrisburg, and the completion of the road as far as Waynesboro'.

#### Northern Pacific Railroad.

Mr. H. E. Sargent has been appointed General Manager to fill the vacancy existing since 1875. His head quarters are at St. Paul, and he is charged with the general supervision of the local and operative affairs of the division. Gen. Thomas L. Rosser has been appointed resident engineer with headquarters at Brainerd. He is charged with the engineering works of the company in Minnesota and Dakota, and with the maintenance of permanent way and bridges. George G. Sanborn has been appointed General Freight and Passenger Agent, with headquarters at St. Paul. It is understood that work will be commenced at once on the road, with a view of reaching the coal fields, some 20 miles distant from Bismark, before winter sets in.

The Pittsburgh Chronicle says that the work of building the Pittsburgh and Lake Erie Railroad is progressing satisfactorily. The sub-letting has been awarded, and the entire line is now under contract. Ground has been broken on every section. The Ohio river bridge, opposite Rochester, is also progressing rapidly; the first of the four piers has reached a height of 10 feet above the foundation, and the coffer dam for the second one has been completed. The headquarters of the contractor have been permanently established in Rochester.

The connecting rails at Greenfield, between Manchester and Keene, and the Wilton and Nashua (N. H.) Railroads, have been laid. The work will at once be commenced of laying the rails between Greenfield and Bennington. The contract has been given out between Bennington and Hancock. The work will be immediately begun. Two new depots are to be built, one at Bennington and one at Hancock. The work on the road is progressing finely. Mr. Daws, the contractor, is in hopes to complete the road according to the specification in the contract.

The Shenandoah (Penn.) Herald says that a large force of men are employed grading a railroad track for the Lehigh Valley Railroad Company, between Lost Creek and Girardville. It is the intention of the company to run the road to Ashland, but at present the track will only be laid to Girardville. It will be called the Lost Creek branch of the Lehigh Valley Railroad. The road to Girardville will be a continuation of what is known as the breaker siding.

Negotiations are in progress for building a narrow gauge railroad from Quincy, Ill., north along the Mississippi river to Warsaw, over 35 miles. This road, when built, will connect at the former place with the Quincy, Payson and South-eastern Narrow Gauge Railroad to run across the State of Illinois to the Wabash river.

The mortgage of the Pittsburgh, Wheeling and Kentucky Railroad Company, securing the sum of \$200,000 to Thomas D. Messler, of Pittsburgh, and W. P. Hubbard, of Wheeling, was admitted to record in the Ohio County (West Va.) Clerk's office on the 31st of October.

**Morris and Essex Railroad.**

The following decision was rendered in the United States Supreme Court at Washington on the 20th ult.:

No. 343.—State of New Jersey and the Morris and Essex Railroad Company vs. Yard, Commissioner of Railroad Taxation.—Error to the Court of Errors and Appeals of New Jersey.—In this case it is held that a statute of a State which declares that any charter of a corporation granted after its passage may be altered, amended, or repealed by the Legislature does not necessarily apply to supplements to a charter already passed, though the supplement be subsequent to the statute, nor does a provision in a supplement to the charter which says that this supplement (and the charter to which it is a supplement) may be altered or amended by the Legislature apply to a contract with the company made in a supplement passed long after. Such reservations to the right to repeal found in statutes, unlike similar provision in the constitution of a State, are only binding on succeeding Legislatures so far as they choose to adopt them, and a legislative contract may be made which is not repealable if the Legislature so intend. It is therefore, in any case, a question whether the Legislature making a contract intended that the former provision for repeal or amendment should become a part of the new contract by implication. In this case it is said the contract of 1865 for a specific rate of taxation is inconsistent with any such implication. There was a subject of dispute and a fair adjustment of the controversy for a valuable consideration on both sides. The contract assumed by the requirements of the Legislature spoke of a formal written contract signed by both parties, and the terms of contract—that this tax shall be in lieu and satisfaction of all other taxation or imposition whatever by or under the authority of the State—when viewed in the light of the whole transaction, do not admit an idea of the right of the State to revoke it at pleasure. Reversed. Justices Miller delivered the opinion. Justice Bradley took no part in the decision.

**Railways of the United Kingdom.**

BOARD OF TRADE ANNUAL REPORT.  
(Continued from page 1409.)

The increase of receipts, says the report, apparently is divided in pretty equal proportions between the passengers and goods traffic. The receipts from passenger traffic amounted to £26,163,651, or £148,870 more than in 1875. The receipts from goods traffic amounted to £33,754,317, or £486,246 more than in 1875. The goods increase is rather the largest in amount, but the percentage of increase is not greater owing to the larger amount on which the increase has occurred. It appears, however, that these results have been obtained along with a larger proportionate increase of passenger train mileage than of goods train mileage.

The passenger train mileage was 105,919,000 miles, or 5,188,000 miles, (being 5 per cent.) more than in 1875. The goods train mileage was 106,139,000 miles, or 1,504,000 miles (being 1½ per cent.) more than in 1875. The receipts per train mile from passenger traffic have accordingly fallen from 60.06d. in 1875 to 58.63d. in 1876, while the receipts per train mile from goods traffic have increased from 75.32d. to 75.78d. The increase in the passenger traffic has thus in all probability not been beneficial in the way of an increase of net earnings to the railway companies, the increase of 5 per cent. in the working being far more than double the percentage increase of passenger receipts. The increase in goods traffic would, on the other hand, be profitable, being accompanied by a comparatively small increase in the working.

No doubt the increase of working expenses as above mentioned has been very small in amount, and has certainly not been in proportion to the increase of train mileage, but the smallness of the increase must be due to the diminution of the cost of working from other causes, but for which the

additional train mileage would no doubt have added in some degree to the cost of working. An analysis of the increase of passenger traffic would seem to account for the addition to the working which has been necessary. It is almost exclusively an increase of third-class traffic, the receipts from both first and second class passengers, though not from other sources, having declined.

The receipts from first class in 1876 were £4,566,271; in 1875, £4,725,506; decrease, £159,235. The receipts from second class in 1876 were £3,659,116; 1875, £3,842,592; decrease, £183,476. The receipts from third class in 1876 were £18,615,961; 1875, £12,985,829; increase, £5,630,132. The receipts from season tickets in 1876 were £1,216,333; 1875, £1,151,248; increase, £65,135. The receipts from excess, luggage, &c. in 1876 were £3,102,590; 1875, £3,009,060; increase, £93,530. The pressure of the times, or other causes, has thus taken from the first and second class traffic and added to the third class traffic, for the accommodation of which traffic more trains than formerly have apparently been required. In any case, whatever may be the cause of the increase of passenger train mileage, the magnitude of the increase cannot but have neutralized to the railway companies the increase of receipts from that traffic; and if that cause has not been the additional accommodation requisite for the great increase of third class traffic, it would be for those interested to endeavor in some way to account for the increase. It might have been possible to throw more light on this point if the companies gave returns of the numbers of different classes of passengers carried per mile; but, in the absence of such returns, the facts as to passenger journeys would seem to support the inference that the increase of third class traffic on railways has added greatly to the amount of the working.

First class passenger journeys in 1876 were 44,859,066; in 1875 were 43,708,886; increase, 1,150,180. Second class passenger journeys in 1876 were 66,478,195; in 1875 were 70,525,171; decrease, 4,046,976. Third class passenger journeys in 1876 were 426,950,084; in 1875 were 392,741,177; increase, 34,208,857. Thus the third class passenger journeys have increased about 9 per cent. while first class passenger journeys have increased very little, and second class passenger journeys have largely decreased. Passenger journeys are, do doubt, a most incomplete test, but taken in connection with all the circumstances the facts concerning them appear to corroborate the probability of the great additional work thrown on the railway companies by the increase of their third class traffic at the expense of the other classes.

It is a curious circumstance that there is an increase of the first class passenger journeys along with a decrease of the receipts. Possibly this may be partly due to a disproportionate increase of short journeys; but so far as an increase is not the occasion of the change, the falling off in the receipts would be due to a lowering of fares. The special decrease of second class passenger receipts and journeys is, perhaps, partly due to the continued effect of the abolition of second class carriages on the Midland railway system, the decrease in the journeys being almost exclusively in England and Wales, and not in Scotland and Ireland. But this cannot certainly be affirmed, as the Midland change had been in operation all through 1875. In Scotland it may be noted, contrary to the experience of both England and Ireland, there has been in 1876 an increase of both first class passenger receipts and journeys.

Analysing the goods traffic in a similar manner, we find that the increase of £486,000 is made up in the following manner: The mineral traffic is £13,520,213, or £114,930 and 0.9 per cent. more than in 1875; general merchandise, £18,985,090, or £354,610 and 1.9 per cent. more than in 1875; live stock, £1,230,948, or £26,400 and 2.2 per cent. more than in 1875. The increase is thus least of all in minerals and greatest in general merchandise and live stock, the amount of the latter traffic being insignificant compared with that

of the other two classes. These proportions in the rate of increase of mineral traffic as compared with general merchandise are contrasted with the experience of the previous year, in which there was an increase of nearly a million over 1874 in the receipts from mineral traffic and of £255,000 only in the receipts from general merchandise, and are also different from the experience of 1874, in which there was a slight diminution of the mineral traffic, coupled with a moderate increase of the general merchandise traffic.

Coming to the working expenditure, we find that while the receipts per passenger train mile as above stated have fallen last year 1.43d. (from 60.06d. to 58.63d.), and the receipts per goods train mile have increased 0.46d. (from 75.32d. to 75.78d.) the receipts per mile generally have fallen 0.90d. (from 67.56d. to 66.66d.) This contrasts with a falling off of 0.75 in the expenditure per train mile (from 36.88d. to 36.13d.) In spite of some economy in the working, therefore, the net result per mile run to the railway companies was less in 1876 than in 1875 by the difference between 0.90d. and 0.75d., or 0.15d. per train mile. In the aggregate the net earnings have increased, but this was because a great many more miles were run, so that a less return per mile yields in the aggregate a larger sum.

The proportion per cent. of the expenditure to traffic receipts, though rather less than in 1875, was still very high, viz., 54.2 per cent. For the last four years the proportions have been—1873, 54 per cent.; 1874, 55.6 per cent.; and 1876, 54.2 per cent.; all as compared with a proportion of only 48.8 per cent. in 1870. The difference of a penny per train mile, as may be remarked, amounts to about a million sterling, and of 1 per cent. in the proportion of expenditure to receipts to about £600,000, so that there would be an enormous addition to the net earnings of the companies if they could get back to anything like the level of 1870.

There was a slight increase in the rolling stock in 1876 as compared with 1875. The number of locomotives is 12,994, or 0.77 per open mile as compared with 0.75 in 1875. The number of carriages used for the conveyance of passengers only is 27,191, or 1.61 per open mile compared with 1.57; other vehicles attached to passenger trains 10,485, or 0.62 per mile compared with 0.61; wagons of all kinds for minerals, live stock, and general merchandise, 356,121, or 21.11 per mile compared with 20.85; and all other carriages and wagons not previously included, 10,780, or 0.64 per mile compared with 0.61; the total of vehicles, excluding locomotives, being 404,527, or 23.98 per mile compared with 23.64. This increase of rolling stock is, of course, one cause of the increased capital expenditure per mile open to which reference was made in the early part of this report. In conclusion the report states:

The extent of the system has been increased very little during the year, only 1.3 per cent., but the double mileage has increased 3 per cent., showing the conversion of single into double miles. The capital at the same time has increased 4.4 per cent., but part of the increase is in nominal capital only; and the capital per mile open has increased 3.1 per cent. The ordinary capital, however, has increased more slowly than the total capital, or only 2.9 per cent. At the same time the traffic has increased 1.6 per cent., or rather less than the rate of increase of capital; but the working expenditure has increased more slowly still, or only 0.9 per cent.; so that the increase of net earnings is 2.4 per cent., more nearly approaching the rate of increase of capital. The receipts, expenditures, and net earnings per train mile have all decreased slightly. The result is (1) a slight diminution of the percentage of net earnings on the whole capital viz., from 4.55 to 4.36 per cent., a reduction which would be still less in reality to those concerned, allowing for the increase in nominal capital as distinguished from an increase of actual capital outlay; and (2) a rather larger, but still not a large, diminution of the dividend paid on the ordinary capital, viz., from 4.72 to 4.52 per cent., a diminution which would also be less if

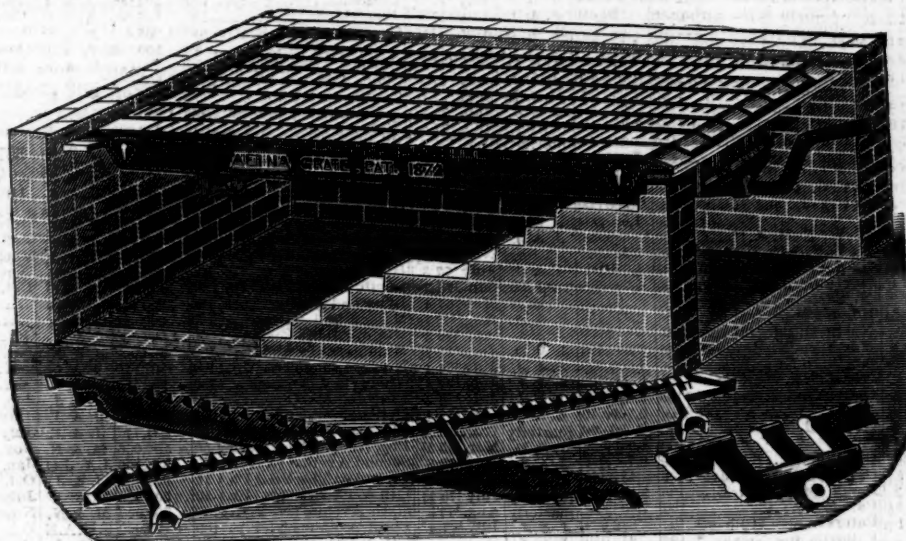


allowance were made for the infusion of merely nominal capital. These are the results in a year in which the increase of traffic has been at a lower rate than at any time since 1858, the average rate having been in that period 5.26 per cent., while last year it was only 1.59 per cent. They are also the results at a time when the rate of working expenses is at a high level compared with the whole period prior to 1872. The result to railway capitalists in the circumstances cannot be deemed unfavorable on the average, though the average is, no doubt, composed in part of some unfavorable extremes. As regards the public use of railways, the facts stated as to the increase of third class traffic, as well as of minerals and goods conveyed, would appear to show that that use has been increased in 1876 in a greater degree than the return to the owners of the railway system.

#### A Fuel-Saving, Steam-Producing, Oscillating Grate.

The grate illustrated here was patented February 13th, April 23d, and July 30th,

1872. Since that time it has been extensively introduced as a simple, reliable and economical shaking grate, especially designed for furnaces under marine, stationary and locomotive boilers; it is applicable, however, for all furnaces and may be justly claimed as one of the best oscillating grates ever invented; an investigation and trial will corroborate this statement. One person can easily operate the hand lever used in shaking up the fire. The movement breaks up the clinker and prevents its formation upon the bars. It sifts the ashes, levels the fuel, opens up and loosens the fire, and brings the entire body of burning material into uniform action. For further information apply to Alfred J. Wolf, 120 Wall Street, in this city, where the grate and its good features can be seen and understood. A bronze medal



THE ETNA GRATE.

(the highest premium for this class of exhibits) was awarded by the American Institute, New York, in 1876.

#### United States Supreme Court.

The following decisions, among others, were rendered by the United States Supreme Court at Washington on the 5th inst.:

No. 51. *Lake Shore and Michigan Southern R. R. Co. vs. Rose, Collector, etc.*—Error to the Circuit Court for the Northern District of Ohio. In this cause the Court affirms a judgment against the Company for the amount of a tax on certain interest paid to its bondholders, assessed a few days subsequent to the payment, holding that the proper construction of the internal revenue laws warranted the assessment and collection, the liability to taxation being intended to be continuous. The interest paid to the bondholders matured July 31st, 1870, and was paid to them within ten days thereafter, without any amount being withheld on account of taxes. The tax was assessed on the 14th of the same month. Mr. Justice Swayne delivered the opinion.

No. 241. *Union Pacific Railroad Company vs. Durant.*—Appeal from the Circuit Court for the District of Nebraska. This was the action of the Union Pacific Company to recover of Durant and wife the real estate conveyed to him at Omaha while President and General Manager of the road, on the ground that it was conveyed in trust for the company, and not for his own use. The court below sustained the title of Durant, but the decree is here reversed, the court holding that the conveyance to Durant was in effect conveyance to

the company, and, in conclusion, remarking that the conduct of Durant, stripped of the verbiage with which it has been clothed, and viewed in its nakedness, strongly offends the moral sense of the judicial mind. Mr. Justice Swayne delivered the opinion.

No. 37. *Henry County vs. Nicolay.*—Error to the Circuit Court for Western District of Missouri. This was the affirmance of a judgment against the county, obtained on bonds issued in aid of the Clinton and Memphis branch of the Tebo and Neosho Railroad, the Court concurring with the construction given to the provision of the Constitution relied on to defeat the bonds by the Courts of the State, that it does not apply to branch roads built under the act granting the original charter. Mr. Justice Bradley delivered the opinion.

It is expected that the first passenger train on the Montreal, Ottawa and Occidental Railway will reach Ottawa by the 12th inst. The run will be made in about 4½ hours. The road is substantially constructed and well equipped.

The Stratford and Huron (Canada) Railway has been completed to the boundary of Ellice township, twelve miles north of Stratford. A train of cars has been placed on the line for local traffic.

An effort is being made to run a branch line of the Wellington, Grey and Bruce Railway to Arthur Village.

#### Railways in Japan.

A report of the Secretary of the Belgian Legation in Japan states that the first railway opened in Japan was the Yokohama and Tokio, 18 miles long, of narrow gauge, and with carriages of light construction, similar to tramway cars. The journey from Yokohama to Tokio occupies about an hour. A prolongation from Tokio to Tagasaki is now being studied. The Kobe and Osaka line, 22 miles long, was opened in 1873, and that from Osaka to Saikio or Koto in February, 1877. These two are of broader gauge, with substantial works, well built stations and the usual type of rolling stock. The three have been built and superintended by English talent, and the materials and rolling stock come from England. The line from Kobe to Saikio is to be completed by a line to Isuruga. The idea of connecting Saikio with Tokio is abandoned for the present, the treasury being too heavily loaded, the debt contracted to the date of the report having been 152 million yen, or 885 million francs. With regard to tramways, a Belgian Company is endeavoring to obtain the concession for one at Tokio.

#### Fuel Used to Smelt a Ton of Iron.

In January, 1876, the Cedar Point Furnace at Port Henry, N. Y., made iron with a consumption of 1.26 tons of anthracite coal to a ton of pig iron. The Crown Point Furnace at Port Henry, uses 1.64; the Bay State Iron Company, at the same place, uses 1.83, and the Fletcher Furnace, at Buffalo, uses 1.899 of anthracite and 0.28 ton of coke, or 1.427 tons of the mixture. In 1871, at the Glendon Iron works in the Lehigh Valley, Pa., an open top furnace used 1.19 tons of anthracite coal; in 1872, the same furnace with a small cone top used 1.325 tons; and in 1873, the same furnace with a double cone top used 1.205 tons. The Thomas Iron Company, in the Lehigh Valley, Pa., in the last six months of 1875, used an average of 1.75 (which at \$8 41 a ton, cost \$5 96); in the five years embraced in the period from 1869 to 1873 their average consumption was 1.978 tons.

The Governor of Tennessee has issued a proclamation convening the Legislature in extraordinary session on the 5th of December, to enter upon the following legislative business: To consider the recommendation of the arbitrators, in conference at New York, March, 1877, to adjust the State debt by the issuance of new 6 per cent bonds at the rate of 60 per cent of the total amount of principal and past due interest; to levy tax sufficient to meet the interest on the new bonds; to provide a sinking fund for the extinguishment of the debt and a more efficient collection of revenue.

The Hastings and Dakota Railroad, now 74 miles in length, is to be immediately extended 30 miles beyond Glencoe, its present terminus. Ultimately this road is to reach the Missouri River.

Buffalo is to have new and direct railroad connection with the Bradford oil districts of Pennsylvania, through the organization of the Olean, Bradford and Warren Narrow Gauge railroad.

The final decree in the case of Duncan, Iselin & Wilson against the Mobile and Ohio Railroad was entered in the Circuit Court of the United States, at Mobile on the 1st inst., confirming the validity of the Tennessee substitution bonds. The opinion in this case was delivered some months since.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	
Albany and Susq. ....	13,500,000	J. & J.	July '77 31	Little Miami* ....	50	quarterly	Sept. '77 2	Vermont and Mass. ....	100	A. & O.	Oct. '77 21	
Atlanta and West Point. ....	1,232,200	J. & J.	July '77 4	Little Schuylkill* ....	50	J. & J.	July '77 31	Ware River* ....	100	J. & J.	July '77 3	
Atlantic and Gulf ....	3,698,200	—	—	Long Island ....	50	M. & S.	May '77 10	Warren (N. J.) ....	100	A. & O.	Apr. '77 3	
"    "    guar. ....	786,476	M. & N.	Nov. '77 31	Louisv., Cin. and Lex. ....	50	J. & J.	July '69 3	Warwick Valley ....	100	A. & O.	Apr. '77 2	
Atlantic and St. Law* ....	5,000,000	M. & S.	June '77 8	"    "    pref. ....	50	J. & J.	Jan. '74 4	Westchester & Phil. pref. ....	100	J. & J.	July '77 4	
Avon, Genesee & Mt. M.* ....	225,000	A. & O.	Jan. '75	Louisville & Nashville ....	100	F. & A.	Aug. '77 14	West Jersey ....	100	F. & A.	Aug. '77 3	
Baltimore and Ohio ....	13,151,962	M. & N.	Nov. '77 3	Louisv., N. Alb. & Chi. ....	100	J. & D.	Dec. '70 3	Winchester & Potomac* ....	100	J. & J.	July '77 3	
Washington Br. ....	1,669,000	A. & O.	Apr. '75 5	Lowell and Andover ....	100	J. & J.	July '77 31	Winchester & Strasburg* ....	100	J. & J.	July '77 31	
Berkshire* ....	329,500	quarterly	Apr. '77 11	Lowell and Lawrence ....	100	A. & O.	Oct. '77 8	Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2	
Blossburg & Corning* ....	250,000	J. & D.	Dec. '72 21	Lykens Valley ....	100	F.M.A.N.	Aug. '75 24	HORSE-POWER R. R.				
Boston and Albany ....	20,000,000	M. & N.	Nov. '77 4	Macon and Western ....	100	J. & J.	July '75 5	Albany City ....	100	—	—	
Cin. & Fitchburg pref. ....	1,172,600	—	—	Manchester and Law. ....	100	M. & N.	Nov. '77 5	Baltimore City ....	25	J. A. J. O.	Oct. '77 3	
Agricultural Br. guar. ....	60,000	J. & D.	June '76 8	Marietta & Cincinnati ....	50	—	—	Balt., Oct. & El. City ....	100	J. & J.	July '77 4	
Boston and Lowell ....	3,200,000	M. & N.	Nov. '77 3	"    "    1st pref. ....	50	M. & S.	Sep. '66 3	Boston and Chelsea ....	100	A. & O.	Oct. '77 4	
Boston and Maine ....	6,921,274	J. & N.	Nov. '77 3	"    "    2d pref. ....	50	M. & S.	Sep. '66 3	Broadway (Brooklyn) ....	100	J. & J.	Jan. '75 6	
Boston and Providence ....	4,000,000	M. & N.	Nov. '77 3	Massachusetts ....	100	F. & A.	Feb. '75 3	Broadw. & 7th Av. (N.Y.) ....	100	J. & D.	Jan. '75 3	
Attleborough Branch. ....	131,700	J. & J.	July '77 31	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3	Brooklyn City ....	100	F.M.A.N.	Aug. '77 3	
Bost., Revere B. & Lynn ....	3,000,000	quarterly	Dec. '76 2	Michigan Central ....	18,738,204	J. & J.	Jan. '73 4	Brooklyn City & Newt. ....	100	J. & J.	July '70	
Buffalo, N. Y. and Erie* ....	960,000	J. & D.	June '77 8	Mill Creek & Minehill* ....	50	J. & J.	July '77 5	Brooklyn and Jamaica ....	100	—	—	
Camden and Amboy* ....	5,847,800	quarterly	Oct. '77 21	M. Hill & Schuyl. Hav.* ....	50	J. & J.	July '77 31	Bushwick (Brooklyn) ....	100	J. & J.	July '71 31	
Camden and Atlantic* ....	50	quarterly	Jan. '77 2	Morris and Essex* ....	50	J. & J.	July '77 31	Cambridge ....	100	A. & O.	Oct. '77 4	
"    "    pref. ....	838,311	quarterly	Jan. '77 2	"    "    Carbon & Pt. Carbon. ....	50	M. & N.	Nov. '77 2	Can. Park, N. & E. Riv. ....	100	A. & O.	Oct. '67 2	
Camden & Burl. Co. ....	381,925	J. & J.	July '77 3	Nashua and Lowell ....	100	J. & J.	July '76 6	Citizens' (Phil.) ....	50	J. & J.	Jan. '77 10	
Cape May and Millville* ....	447,000	J. & D.	Dec. '76 5	Nashville and Decatur. ....	100	M. & N.	Dec. '76 3	Citizens' (Pbg.) ....	50	M. & N.	Nov. '71 7	
Catskill & Foggale* ....	426,000	Novemb.	Nov. '71 6	Nash, Chat. & St. Louis ....	100	J. & J.	July '77 5	Coney Island &brookl. ....	100	—	—	
Catawissa* ....	1,159,500	—	—	Neugatuck ....	100	J. & J.	Sept. '77 5	Continental (Phila.) ....	50	M. & N.	Nov. '77 21	
"    "    pref. ....	2,200,000	M. & N.	May '77 31	Nesquehoning Valley* ....	100	M. & S.	Sept. '77 5	D. Dock, E. B'w. & Bat. ....	100	F.M.A.N.	Aug. '75 2	
"    "    2d pref. ....	1,000,000	M. & N.	May '77 31	Newark and N. York* ....	100	J. & J.	July '77 21	Eighth Avenue (N.Y.) ....	100	J. & J.	Jan. '75 6	
Cayuga and Susq. ....	689,116	J. & N.	July '77 4	N. Castle & Beaver Val.* ....	100	quarterly	Oct. '74 3	Elizabeth and Newark ....	100	—	—	
Cedar Rapids & Mo. R.* ....	6,860,400	F.M.A.N.	Nov. '77 1	N. Haven & Northamp. ....	100	quarterly	Oct. '77 21	42nd St. & G. St. Ferry ....	100	M. & N.	May '75 6	
"    "    pref. ....	769,600	F. & A.	Aug. '77 31	New Jersey* ....	100	quarterly	Apr. '77 2	Frankf. & Southw. (Ph.) ....	50	J. & J.	Jan. '77 3	
Central of Georgia ....	7,600,000	J. & D.	June '74 4	New London Northern* ....	100	quarterly	Oct. '77 2	Germantown (Ph.) ....	100	J. & J.	Jan. '77 6	
Central of New Jersey ....	20,000,000	Apr. '76 21	Apr. '76 21	N. Y. Cen. & Hudson R. ....	100	J. & J.	July '77 4	Girard College (Ph.) ....	50	J. & J.	July '71 3	
Central Ohio* ....	2,425,000	J. & J.	July '77 1	New York and Harlem ....	100	J. & J.	July '77 4	Grand St. and Newton. ....	100	J. & J.	July '71 2	
"    "    pref. ....	400,000	J. & J.	July '77 3	"    "    pref. ....	100	J. & J.	July '77 6	Green & Coates St. (Ph.) ....	100	J. & J.	July '77 11	
Central Pacific ....	54,275,500	A. & O.	Apr. '77 4	N. Y., N. H. & Harf. ....	100	quarterly	Nov. '77 21	Heston, Mantau & Fairm. ....	2,050,000	J. & J.	Jan. '75 1	
Chemung* ....	380,000	quarterly	Jan. '77 11	N. Y. Provid. & Boston. ....	100	J. & J.	July '77 3	Highland ....	290,000	M. & N.	Nov. '77 1	
Chesapeake, preferred ....	2,155,300	J. & J.	Jan. '77 1	Nig. Bridge & Canad. ....	100	irregular.	Jan. '73 8	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '71 6	
Chicago and Alton ....	10,065,400	M. & S.	Sept. '77 31	North Carolina* ....	100	M. & N.	May '67 4	Lynn and Boston ....	100	—	—	
"    "    pref. ....	2,425,400	M. & S.	Sept. '77 31	North Pennsylvania ....	50	F. & A.	Aug. '77 31	Malden and Melrose ....	100	—	—	
Chicago, Burl. & Quincy ....	27,598,242	M. & S.	Sept. '77 31	Northern Central ....	50	—	—	Metropolitan (Boston) ....	50	J. & J.	July '77 4	
Chicago, Iowa & Nebras* ....	3,916,200	J. & J.	July '77 5	Northern N. Hampsh. ....	100	J. & D.	June '77 4	Middlesex (Boston) ....	100	M. & N.	Nov. '77 3	
Chi., Mil. and St. Paul* ....	15,399,261	A. & O.	Dec. '70 7	Northern New Jersey* ....	100	J. & J.	July '74 4	Ninth Avenue (N. Y.) ....	100	—	—	
"    "    pref. ....	12,274,483	A. & O.	Oct. '77 31	Norwich & Worcester* ....	100	J. & J.	July '77 5	Orange and Newark ....	100	J. & J.	Jan. '77 3	
Chicago & N. Western ....	14,994,600	J. & D.	Dec. '77 31	Ogdensb. & L. Champ* ....	100	J. & J.	July '76 2	Philadelphia City ....	100	J. & J.	Jan. '77 1	
"    "    pref. ....	21,485,658	J. & J.	Jan. '77 21	"    "    pref. ....	100	A. & O.	Oct. '77 4	Philadelphia and Darby 29	200,000	J. & J.	July '71 1	
Chicago, B. I. & Pacific ....	25,000,000	quarterly	Nov. '77 2	Ohio and Mississippi ....	100	quarterly	Mar. '75 31	Phila. and Gray's Ferry 50	284,775	J. & J.	July '77 11	
Cin. Ham. & Dayton ....	3,500,000	A. & O.	Apr. '77 4	"    "    pref. ....	100	J. & D.	Mar. '75 31	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8	
Cin. Sand. and Clev.* ....	50	—	—	Old Colony ....	100	J. & J.	July '77 3	Second Avenue (N. Y.) ....	100	J. A. J. O.	Jan. '77 2	
"    "    pref. ....	413,150	M. & N.	Nov. '77 3	Oswego and Syracuse* ....	100	F. & A.	Aug. '77 4	Second & Third St. (Ph.) 10	962,100	J. & J.	Oct. '76 3	
Clev. Col. Cin. & Ind. ....	14,991,275	F. & A.	Feb. '76 3	Pacific of Missouri ....	100	quarterly	Aug. '77 1	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2	
Cleveland & Mahoning* ....	2,057,559	M. & N.	May '77 31	Panama ....	100	quarterly	Aug. '77 3	Sixth Avenue (N. Y.) ....	100	M. & N.	Nov. '74 5	
Cleveland & Pittsburgh* ....	11,236,150	quarterly	Dec. '77 1	Peterson and Hudson* ....	100	J. & J.	July '77 4	Third Avenue (N. Y.) ....	100	F.M.A.N.	Feb. '76 2	
Columbus and Xenia* ....	1,789,800	M. & S.	Sept. '77 2	Peterson and Newark* ....	100	J. & J.	July '77 3	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '77 21	
Colum. & Hocking Val. ....	2,600,000	F. & A.	Aug. '77 4	Peterson and Ramapo* ....	100	J. & J.	July '77 3	23d street (N. Y.) ....	100	600,000	J. & J.	Jan. '75 4
Concord ....	1,600,000	M. & N.	Nov. '77 6	Pember. & Hightstown* ....	50	J. & J.	Jan. '75 3	Somerville (Boston) ....	100	98,000	M. & N.	Nov. '77 8
Concord and Ports* ....	850,000	J. & J.	July '77 31	Pennsylvania ....	50	quarterly	May '77 11	South Boston ....	100	450,000	quarterly	Oct. '77 2
Conn. & Passump. Riv. ....	2,176,709	F. & A.	Feb. '75 3	Pooria & Bureau Val.* ....	100	F. & A.	Feb. '77 4	Union (Boston) ....	100	374,800	J. & J.	July '77 5
Connecticut River ....	2,100,000	J. & J.	July '77 4	Philadelphia and Erie* ....	50	J. & J.	July '74 4	Union (Phila.) ....	50	400,000	J. & J.	July '77 4
Cumberland Valley ....	1,292,950	J. A. J. O.	Apr. '77 21	"    "    pref. ....	50	J. & J.	July '74 4	West Philadelphia ....	50	400,000	J. & J.	July '77 10
"    "    1st pref. ....	241,900	A. & O.	Apr. '77 4	Phil. Ger. & Norristown* 50	1,626,250	M. J. S. D.	Sept. '77 3	CANALS.				
"    "    2d pref. ....	243,000	A. & O.	Apr. '77 4	Philadelphia & Reading ....	50	quarterly	Jan. '76 21	Chesapeake & Delaware 50	1,983,563	J. & D.	June '75 2	
Danbury and Neww. ....	600,000	—	—	"    "    pref. ....	50	quarterly	Jan. '76 21	Chesapeake and Ohio ....	25	8,229,694	—	—
Delaware ....	1,230,950	J. & J.	Jan. '77 8	Phila. and Trenton ....	100	quarterly	Oct. '77 21	Delaware Division ....	50	1,638,350	F. & A.	Aug. '77 4
Del. Lackaw. & Westn. ....	23,500,000	quarterly	July '76 21	Phila. Wil. & Balt. ....	50	J. & J.	July '77 4	Delaware and Hudson ....	100	20,000,000	F. & A.	Aug. '76 4
Detroit & Milwaukee* ....	822,140	—	—	Pittsb., Ft. W. & Chi.* ....	100	quarterly	July '77 11	Delaware and Raritan* ....	100	5,847,400	quarterly	Oct. '77 21
"    "    pref. ....	2,095,000	J. & D.	Dec. '69 7	"    "    Special Imp. ....	50	quarterly	July '77 11	Erie of Pennsylvania ....	50	64,000	—	—
Dubuque & Sioux City* ....	5,000,000	A. & O.	Oct. '77 2	Pittsfield & N. Adams. ....	100	J. & J.	July '77 21	Lehigh Coal & Navigat. ....	50	10,348,550	J. S. D. M.	Sept. '76 11
East Pennsylvania* ....	1,309,200	J. & J.	July '77 3	Portland and Kennebec ....	100	J. & J.	Jan. '75 3	Monongahela Navigat. ....	100	1,003,500	J. & J.	July '76 4
East Mahanoy ....	392,950	J. & O.	July '77 20	Yarmouth certificates. ....	100	A. & O.	Apr. '75 3	Morris (consolidated) ....	100	1,025,000	F. & A.	Feb. '77 2
East Tenn., Va. & Ga. ....	1,068,274	A. & J.	July '78 3	Portl., Sauc. & Portsm. ....	100	J. & J.	Jan. '77 4	"    "    (pref. ....	100	1,176,000	F. & A.	Feb. '77 5
Eastern (Mass.) ....	4,997,600	J. & J.	July '78 3	Providence & Worcester. ....	100	J. & J.	Jan. '77 6	Pennsylvania ....	50	4,337,950	—	—
Eastern (N. H.) ....	492,500	J. & J.	July '78 3	Raleigh and Gaston ....	100	J. & J.	July '77 4	Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Aug. '77 10c.	
Elmira, Jef. & Canand* ....	500,000	F. & A.	Aug. '74 21	Rensselaer & Saratoga* ....	100	J. & J.	July '77 4	"    "    (pref. ....	50	2,898,977	F. & A.	Aug. '77 10c.
Elmira & Williamsport* ....	500,000	M. & N.	May '77 21	Roch. & Genesee Val.* 110	555,200	—	—	Susq. and Tide Water ....	50	2,002,748	—	—
"    "    pref. ....	500,000	J. & J.	July '77 31	Rome, Watert. and Ogd. ....	100	J. & J.	July '75 3	Union ....	50	2,907,850	—	—
Erie Railway ....	78,000,000	Oct. '73 1	Oct. '73 1	Rutland* ....	100	—	—	"    "    pref. ....	50	—	—	—
"    "    pref. ....	8,536,910	—	—	"    "    pref. ....	100	F. & A.	Feb. '75 31	MISCELLANEOUS.				
Erie and Pittsburgh* ....	1,090,250	quarterly	Aug. '77 11	St. Croix and Penobscot. ....	100	J. & J.	July '71 2	Adams Express ....	12,000,000	quarterly	Sept. '77 2	
Fitchburg ....	4,000,000	J. & J.	July '77 3	St. Alb. & T. Haute. ....	100	—	—	American Coal ....	25	1,500,000	M. & S.	Sept. '77 21
Georgia ....	4,200,000	J. and J.	Jan. '77 3	"    "    pref. ....	100	—	—	American Express ....	100	18,000,000	J. & J.	July '77 11
Granite Railway ....	250,000	J. and J.	July '76 4	St. L., Mt. & South'n. ....	100	F. & A.	Feb. '74 3	Calumet and Hecla Mining	80,000	sha.	F.M.A.N.	Nov. '77 8
Great Western, (Ca.) ....	19,237,404	A. and O.	Apr. '74 11	St. L., Kan. C. & North. ....	100	—	—	Central Mining Co. ....	100	—	Annal.	Feb. '77 8
Hannibal & St. Joseph. ....	9,168,700	F. and A.	Aug. '70 31	"    "    pref. ....	100	—	—	Consolidation (Md.) Coal. ....	100	10,250,000	M. & S.	Jan. '77 21
"    "    pref. ....	6,083,024	Annual.	Aug. '70 7	Schuylkill Valley* ....	50	J. & J.	July '77 21	Cumberland Coal & Iron. ....	100	500,000	—	—
Hanover Branch, (Pa.) ....	116,950	M. & N.	May '75 5	Seaboard and Roanoke* ....	100	M. & N.	Nov. '77 3	George's Creek C. & I. ....	100	—	J. & J.	July '77 3
Harlem Extension ....	4,000,000	—	—	Shamokin V. & Pottav.* 50	889,							



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atchison, Top. &amp; San. Fe:</b>													
1875.....	68,659	73,410	104,051	113,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,530,359
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	285,000	225,793	204,447	2,486,582
1877.....	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	275,042	.....	.....	.....	.....
<b>Central Pacific:</b>													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,851,489
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,531,355
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,733,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,021,016
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,125,000	951,000	1,242,000	1,416,000	1,575,000	1,391,000	1,366,000	1,385,000	1,420,535	1,696,000	.....	.....	.....
<b>Canada Southern:</b>													
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	131,376	126,552	1,254,386
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	115,798	148,968	158,618	156,986	124,838	109,567	1,681,348
1877.....	107,693	133,365	153,682	172,973	149,312	150,236	124,649	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	490,056	524,042	550,950	416,544	364,725	5,126,228
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	305,527	346,950	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....	338,807	333,459	346,308	338,095	321,256	362,522	310,160	483,256	473,323	.....	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	808,842	854,627	944,450	919,978	1,090,752	1,232,407	1,015,992	986,683	1,182,830	1,403,993	1,117,349	909,641	12,467,544
1877.....	721,024	714,116	804,556	858,895	930,014	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago, Mil. &amp; St. Paul:</b>													
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876.....	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,460	405,000	469,000	515,000	606,000	589,000	556,000	677,000	1,180,000	.....	.....	.....	.....
<b>Clev., Col., Cin. &amp; Ind.:</b>													
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,595	367,601	333,298	282,631	234,343	3,676,458
<b>Erie:</b>													
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089	.....	.....	.....	.....
<b>Hannibal &amp; St. Joseph:</b>													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,668	154,634	173,911	169,639	151,709	1,661,473
1876.....	142,968	156,111	174,335	148,573	141,289	141,426	138,087	171,381	187,575	188,976	178,401	158,812	1,927,933
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	.....	.....	.....	.....
<b>Illinois Central:</b>													
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	693,416	637,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,513	610,459	604,881	602,505	715,899	613,466	718,101	816,508	773,092	679,434	7,802,556
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	466,498	460,839	.....	447,409	.....	.....	458,707	.....	754,264	.....	.....	.....	.....
<b>Lake Shore &amp; Mich. South'n:</b>													
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,235,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,176
<b>Mo., Kan. &amp; Texas:</b>													
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	300,534	295,738	2,904,925
1876.....	256,459	254,722	245,814	214,788	212,928	232,126	224,308	294,361	324,144	335,275	324,886	296,466	3,217,277
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	.....	.....	.....	.....
<b>Ohio and Mississippi:</b>													
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,751	345,805	324,957	337,915	3,426,050
1876.....	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,597	330,111	341,679	.....	.....	.....
<b>Philadelphia and Reading:</b>													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,419,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	938,030	11,240,831
1876.....	619,631	553,201	696,430	1,323,978	1,312,267	970,456	923,449	1,110,772	1,227,469	1,386,199	1,166,628	.....	.....
<b>St. Louis, I. Mt. &amp; South'n:</b>													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	233,714	244,967	238,198	209,622	221,348	2,539,538
1874.....	243,915	211,409	226,283	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	335,000	3,244,071
1875.....	250,790	281,911	275,910	264,560	275,147	294,631	226,241	283,957	333,776	383,604	429,765	497,650	3,802,942
1876.....	327,190	312,116	295,000	273,002	264,900	252,643	252,821	274,160	354,914	437,901	450,332	486,300	3,980,581
1877.....	377,203	352,407	350,000	281,108	304,000	304,300	292,468	362,600	401,700	512,000	.....	.....	.....
<b>St. Louis, Kans. C. &amp; North'n:</b>													
1875.....	208,088	196,155	243,591	220,692	188,083	178,332	153,497						

## NATIONAL AND STATE SECURITIES.

**AMERICAN RAILROAD JOURNAL**



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	110
2d Mortgage.....	2,673,000	8	"	"	1889	....	Loan of 1876.....	2,000,000	6	Jan. & July.	"	1895	106
Receiver's Bonds.....	1,200,000	7	"	"	....	....	Boston, Clinton and Fitchburg:						
Alabama and Georgia:							1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884	85
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Equalization)....	300,000	7	"	"	1889	92
Alabama Central:							1st Mortgage (Consolidation)....	252,000	7	"	"	1890	96
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Equipment Mortgage.....	570,000	8	Apr. and Oct.	"	1881	90
Albany and Susquehanna:							Boston, Concord and Montreal:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	102	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	92	Consol. Mortgage for \$2,000,000.	1,741,000	7	Apr. and Oct.	Boston.	1893	100
3d Mortgage.....	434,000	7	May & Nov.	"	1881	90	Boston, Hartford and Erie:						
Albany Loan.....	933,000	6	"	"	1895	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	111
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	132
Allgheny Valley:							Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	106	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
1st M., E. Ext., guar. by Pa. R.R.	9,933,000	7	April & Oct.	Phil. or Lond.	1900	804	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	107
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	43	Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	107
American Central:							Bonds of 1876.....	161,000	6	Jan. and July.	"	1896	101
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	100	Boston and Maine:						
Androscoogin:							Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'93-'94	110
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and New York Air Line:						
Arkansas Central (narrow gauge):							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ama.	1891	....	Boston and Providence:						
Ashabula, Youngstown & Pitta:							Bonds to purchase P., W. & B.Rd.	500,000	7	Jan. and July.	Boston.	1893	108
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	Brunswick and Albany:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
Atchison and Nebraska:							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Bradford and Pittsburg:						
Atchison, Topeka and Santa Fe:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	87	Buffalo, Corry and Pittsburg:						
Land Grant Mortgage (gold)....	3,389,000	7*	April & Oct.	Boston.	1900	79	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....	Buffalo and Erie:						
Pottawatomie Land Grant.....	468,000	7	May & Nov.	N. Y. or Bost.	1879	....	Mort. bonds (ass'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
Consol. Second Mort. (gold)....	3,294,000	7*	April & Oct.	"	1903	48	Mort. bonds ( " " )	200,000	7	March & Sept.	"	1886	....
Land Income bonds.....	475,000	12	Jan. & July.	Boston.	....	100	Mort. bonds ( " " )	2,850,000	7	Apr. and Oct.	"	1898	107
Atlanta and Richmond Air Line:							Buffalo and Jamestown:						
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50	Mortgage.....	1,000,000	6*	.....	New York.	1902	....
Atlantic and Great Western:							Buffalo, New York and Erie:						
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....	1st Mortgage Renewal Bonds..	2,380,000	7	June & Dec.	New York.	1916	107
2d Mortgage (gold).....	10,173,879	7*	March & Sept.	"	1902	....	Buffalo, New York & Phila.:						
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	94
Atlantic and Gulf:							2d Mortgage for \$1,000,000....	281,500	10	"	"	1893	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	88	Burlington, Cedar Rapids & Nor.						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	1st Mortgage, stg. skg. fund....	4,320,000	5	June & Dec.	New York.	1906	69
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mort., (gold) Mil. Div.....	1,100,000	5	"	"	1906	....
Atlantic and Lake Erie:							Burlington and Missouri River:						
1st Mort. (gold) for \$5,000,000.	.....	7*	Jan. & July.	New York.	1901	....	Land and R. R. Mortgage.....	4,633,250	7	April & Oct.	N. Y. & Bost.	1893	100
Atlantic, Miss. and Ohio (428 m.):							Stock Bonds pref. 3d lien.....	298,500	8	Jan. & July.	Boston.	1878	....
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	289,500	8	April & Oct.	N. Y. & Bost.	1879	106
2d Mort. to State (no int. till '80).	4,000,000	.....	.....	"	....	....	Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	108
Atlantic and Pacific:							Stock (common) Bonds.....	401,000	8	"	"	1889	....
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	107
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	"	1888	61	Bonds convertible until 1892....	600,000	8	"	Boston.	1883	97
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (Central Div.) L. G. G.	794,000	6*	.....	"	1901	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Cairo and Fulton (Arkansas):						
Income Bonds (for funding)....	529,600	6*	"	"	1883	....	1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	Cairo and St. Louis (3 ft. gauge):						
Atlantic and St. Lawrence:							1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....	Cairo and Vincennes:						
2d Mortgage (sterling) of 1864....	1,500,000	6*	April & Oct.	"	1884	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
Portland City Bonds, 1st M., a. f.	787,000	6	"	Portland.	1886	....	California Pacific:						
Bald Eagle Valley:							1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	.....	1891	....
Baltimore and Ohio:							Camden and Amboy:						
Loan of 1850-'80.....	579,500	6	Jan. & July.	Ba. umore.	1880	....	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103
Loan of 1853-'85.....	1,710,000	6	April & Oct.	"	1885	103	Loan of 1889.....	868,000	6	June & Dec.	Princeton.	1889	103
Loan of 1855-'90 (Balt.) skg fd..	3,151,122	6	Jan. & July.	"	1890	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	110
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....	Sterling Loan, S. F. (£22,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1872-1902 (stg.) S. F.....	9,020,852	6*	"	"	1902	....	Camden and Atlantic:						
Loan of 1874-1910 (stg.) S. F.....	9,464,500	6*	May & Nov.	"	1910	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	113
Baltimore and Potomac:							2d Mortgage.....	600,000	7	April & Oct.	"	1877	98
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Camden and Burlington County:						
1st Mortgage (R. R.) gold guar..	3,000,000	6*	April & Oct.	"	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	104
Bangor and Piscataquis:							Canada Southern:						
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	1st Mort. (skg fd) d for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	58
1st Mort. (Bangor loan) exten'n	120,000	7	"	"	1901	....	Cape May and Millville:						
Bay City and East Saginaw:							2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95
1st Mort., guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.									

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C&NW):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000pm	678,000	7	Feb. & Aug.	New York.	1891	101	2d Mort. (now 1st) guar. C&NW	588,240	7	Jan. & July.	Boston.	1880	102
1st Mortgage 2d Div. \$10,000p.m.	582,000	7	" "	" "	1894	99	3d Mort. (now 2d) guar. C&NW	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	" "	1910	106	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	49	1st Mort. 2d series ( " )	2,000,000	7	" "	" "	1900	....
2d Mortgage Government's aid.	1,600,000	6	Jan. & July.	" "	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	" "	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	" "	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	" "	" "	1906	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1890	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	107
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	32	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	" "	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush., N.C. & C.)							1st Mortgage.....	3,500,000	8	Jan. & July.	" "	1890	....
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" "	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	64	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	111	1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	104
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	101
Loan of Loh. C. & Nav. Co. (ass'd)	2,310,000	6	" A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer.)	2,500	8	May & Nov.	" "	1874	....
Consol. Mort. for \$25,000,000....	16,000,000	7	" A. J. & O.	New York.	1899	68	1st Mort. (Minnesota Central.)	3,810,000	7	Jan. & July.	" "	1897	94
Central Ohio (B. and O.):							1st Mort. (C. & N.W. Div.)	190,000	7	" "	" "	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	100	1st Mort. (St. Paul Division.)	4,000,000	7	" "	" "	1902	97
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	748,000	7	" "	" "	1899	91
1st Mort., 30 years bonds, (gold).	25,833,000	6	Jan. & July.	New York.	'95-'98	103	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	116
Convertible 20 years bonds, gold	1,483,000	7	" "	" "	1883	103	2d Mort. ( " )	1,815,000	7	" "	" "	1898	98
State Aid B'ds. (Int. by State) gold	1,500,000	7	" "	Sacramento.	1884	108	1st Mort. (Hast. and Dak. Div.)	234,000	7	Jan. & July.	" "	1902	90
2d Mort. (Gov'tn't Subsidy)	27,855,680	6	" "	U.S. Treasury	'95-'99	101	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
1st Mort. (Western Pacific) gold	2,735,000	6	" "	New York.	1899	101	2d Mortgage.....	675,000	7	April & Oct.	" "	1884	93
1st Mort. (Calif. & Oregon) gold	8,000,000	6	" "	" "	'89-'92	87	Equipment and Bridge Bonds...	219,000	10	June & Dec.	" "	1883	....
1st Mort. (S. Fr. Okla. & Ala.)...	500,000	8	" "	" "	1890	....	Consol. Mort. for \$35,000,000....	5,710,000	7	Jan. & July.	" "	1905	61
1st Mort. (San Joaquin V.D.) gold	6,030,000	6	April & Oct.	" "	1900	85	Chicago and Northwestern:						
Land bonds (Cen. Pac. Co.) gold	9,274,000	6	" "	" "	1890	93	Preferred sinking fund (193 m.)	1,236,500	7	Feb. & Aug.	New York.	1885	119
Central Vermont:							General 1st Mortgage (193 m.)	3,558,400	7	" "	" "	1885	107
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1888	10	Funded coupons (193 m.).....	729,600	7	May & Nov.	" "	1883	108
2d Mort., Consol. ( " )	1,500,000	7	June & Dec.	" "	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	139,000	7	Feb. & Aug.	" "	1885	104
1st Mort. (Stam. Sheff. and Ch.)	500,000	7	Jan. & July.	" "	1887	59	Green Bay Ext. (26m & 76,000 a.)	251,000	7	" "	" "	1885	100
Income and Extension Bonds...	1,008,600	8	May & Nov.	" "	1902	35	1st Mort. (Gal. & Chi. U.) 248 m.	1,691,000	7	" "	" "	1892	107
Equipment Mort. (Vt. Central).	1,000,000	8	" "	" "	'76-'77	40	Elgin and State Line.....	19,500	6	Jan. & July.	" "	1878	....
Equipment Mort. ( " )	1,000,000	8	" "	" "	1889	39	Mississippi River Bridge.....	181,000	7	" "	" "	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	34	1st Mortgage (Peninsula).....	285,000	7	March & Sept.	" "	1898	109
Missisquoi R.R. ( " )	500,000	7	" "	" "	1891	....	Consol. skg fund (C. & N.W.R'y)	4,455,000	7	F. M. A. & N.	" "	1915	111
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	General Consol. Gold Bonds...	11,343,000	7	June & Dec.	" "	1902	93
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	" "	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	" "	1911	....
Funded interest on 1st Mort....	157,400	7	" "	" "	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	" "	1898	107
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	271,000	7	" "	" "	1888	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	76	Chicago and Paducah (C. B. & Q.):						
Charters:							1st Mortgage \$28,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chi., Pekin & Southw'n (C&Q):						
Chesaw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1883	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1883	....	1st Mortgage skg. fund.....	5,000,000	7	Jan. & July.	New York.	1896	107
Cherry Valley, Sharon and Alb.:							Branch Bonds Sinking Fund...	1,000,000	6	Feb. & Aug.	" "	1895	106
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	New mort. bonds for \$12,500,000	4,000,000	6	Jan. & July.	" "	1917	107
Chesapeake and Ohio:							Chi. & Southw'n (C. R. I. & Pac.):						
1st M. (gold) skg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	20	1st Mort. gold, tax free, guar....	5,000,000	7	May & Nov.	New York.	1889	....
1st Mort. Extension (con. or reg)	5,428,900	7	Jan. & July.	" "	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	" "	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	Chicago and Superior:						
2d Mort. ( " ) coupon.....	902,000	6	" "	" "	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
Income ( " ) coupon.....	300,000	8	" "	" "	1876	....	Chillicothe and Brunswick:						
Funded interest, coupon.....	160,500	8	" "	" "	1877	....	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Cheshire:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	'77-'96	97	1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	95
Chester Creek (Phil. & Balt. Cent.)							Cincinnati, Hamilton and Dayton:						
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863.....	1,243,000	7	May & Nov.	New York.	1880	....
Chester and Tamarac:							2d Mortgage of 1865.....	498,000	7	Jan. & July.	" "	1885	....
1st Mortgage.....	660,000	7	May & Nov.	New York.	1901	....	Consol. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	" "	1905	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage, pref. sinking fund.	25,000	7	May & Nov.	New York.	1877	....	1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	103
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	115	Cincinnati, Lafayette and Chi.						
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	104	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
Consol. Bonds (\$200 stg. each).	4,379,550	6	Jan. & July.	London.	1903	....	Consolidated Mortgage.....	471,000	7	June & Dec.	" "	1914	....
1st Mort. (St. L. & C.) assumed	664,000	7	April & Oct.	New York.	1894	104	Cincinnati and Martinsville:						
2d Mort. ( " )	188,600	7	Jan. & July.	" "	1898	....	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)...	4,300,000	7	Feb. & Aug.	" "	1900	83	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg fund.....	2,570,000	8	Jan. & July.	New York.	1883	115	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	667,000	7	April & Oct.	" "	1890	....	2d Mortgage " "	65,000	7	" "	" "	1889	....
Loan of 1872.....	1,918,475	7	Jan. & July.	Boston.	1898	108	Cinc. Rich. & Ft. Wayne (G. R. & I.):						
Bonds of 1872, Sinking Fund...	448,000	6	June & Dec.	" "	1895	85	1st Mortgage gold, guar. ( " )	1,800,000	7	June & Dec.	New York.	1921	....
Consol. Mortgage for \$30,000,000	10,433,000	7	" "	" "	1903	111	Cincinnati, Sandusky and Clev.:						
1st Mort. (Am. Cen. R.R.) guar.	388,000	8	" "	New York.	1878	....	1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	30
1st Mort. (Car. and Burl.) guar.	296,000	8	May & Nov.	" "	1879	....	1st Mort. (San. Day. & Cin.) S. F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Ill. Peo. & Han.) guar.	583,500	8	Jan. & July.	" "	1889	....	1st Mort. (San. City and Ind.)...	350,000	7	March & Sept.	" "	1877	73
1st Mort. (Ill. Gr. Trunk) guar.	900,500	8	April & Oct.	Boston.	1890	....	1st Mort. (Col. Spring. & Cine.)	1,000,000	7	" "	New York.	1901	....
1st Mort. (Kool. & St. Paul) guar.	318,000	8	" "	" "	1879	....	Cincinnati and Springfield:						
1st Mort. (O. O. & Fox Rv.) guar.	1,079,000	8	Jan. & July.	N.Y. & Bos.	1900	....	1st Mort. (guar. by U. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	....
1st Mort. (Peo. and Han.) guar.	177,000	8	" "	New York.	1878	....	2d Mortgage.....	585,255	7	Jan. and July.	" "	1902	....
1st Mort. (Quincy & War.) guar.	725,000	8	" "	N.Y. & Bos.	1890	....	1st Mortgage for \$10,000 p. m....	2,000,000	7	Jan. and July.	New York.	1891	....
2d Mort. (Northern Cross) gold.	891,000	4	" "	Frankfort.	1890	....	Clev., Col., Cin. & Indianapolis:						
Chicago and Canada Southern:							1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	111
1st Mortgage.....	2,467,000	7	Apr. and Oct.	New York.	1902	....	1st Mort. (C. C. and O. R. R.)...	200,000	7	June & Dec.	" "	'74-'84	....
Chicago, Cincinnati and Louisv.:							1st Mort. (Bell. and Ind. R.R.)...	435,000	7	Jan. and July.	" "	1899	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	Consol. Mortgage for \$7,500,000.	2,475,000	7	June and Dec.	N.Y. or Lond.	1911	99



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$ 600,000	7	Jan. and July	New York.	1913	108	Detroit & Bay City (Mich. Cent.):	\$ 2,330,000	8	May and Nov.	New York.	1902	70
Construction and Equip. bonds.	1,096,000	6	" " "	" " "	1892	108	1st Mort. (\$424,000 guar.)	1,061,000	8	Jan. & July.	New York.	1891	.....
4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	" " "	1906	111	Detroit, Eel River and Illinois:	500,000	7	May and Nov.	" " "	1898	.....
Consol. sinking fund guar.	1,000,000	7	Jan. & July.	New York.	1880	105	1st Mortgage for \$22,000 p.m.	1,170,000	8	June & Dec.	New York.	1907	.....
Clev., Painesville & Ashtabula:	1,000,000	7	April & Oct.	" " "	1892	105	2d Mortgage	300,000	8	Jan. & July.	" " "	1881	.....
Regist'd b'd(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	108 1/2	Detroit, Hillsdale and Indiana:						
3d Mortgage ( " )	849,000	7	April & Oct.	" " "	1886	106 1/2	1st Mort. \$16,000 p. m. guar.	1,897,000	7	Jan. & July.	Boston.	1896	73
Cleveland and Toledo:							2d Mortgage, (coupon) guar.	770,000	8	" " "	New York.	1889	.....
1st Mort., a.f.(ass'd by LS&MS.)	584,700	6	June & Dec.	Philadelphia.	1898	50	Detroit, Lansing and Northern:	81,000	8	May & Nov.	" " "	1890	.....
2d Mortgage ( " )	225,000	8	June & Dec.	Boston.	1890	.....	1st Mortgage	2,500,000	7	May & Nov.	New York.	1875	.....
Celebrookdale:							2d Mortgage ( " )	1,000,000	8	" " "	" " "	1875	.....
1st Mort. guar. by Ph. and Rdg.	15,344,750	7	April & Oct.	New York.	1908	28 1/2	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" " "	1875	.....
Colorado Central (3 ft. gauge):	5,582,400	7	Feb. & Aug.	" " "	1909	121	2d Funded Coup. ( " )	375,734	7	May & Nov.	" " "	1875	.....
1st Mortgage	3,893,000	7	" " "	" " "	" " "	.....	1st Mort. (Detr. & Pontiac R.R.)	160,000	7	April & Oct.	" " "	1878	.....
Columbus, Chicago & Ind. Cent.:	461,000	7	April & Oct.	" " "	1890	.....	2d Mort. ( " )	100,000	7	Jan. & July.	" " "	1878	.....
1st Mortgage Consol. skg fund.	344,400	7	Jan. & July.	" " "	1890	.....	3d Mort. ( " )	250,000	8	Feb. & Aug.	" " "	1886	.....
2d Mortgage skg fund.	194,100	7	Feb. & Aug.	" " "	1880	.....	Bonds of Sept. 1, 1868.	110,000	7	March & Sept.	" " "	1886	.....
Income convertible	39,650	7	May & Nov.	" " "	1904	.....	Bonds of June 30, 1866.	1,702,317	6 1/2	Jan. & July.	" " "	1886	.....
1st Mort. (Chic. and Gt. Eastern)	2,632,000	7	Jan. & July.	" " "	1904	.....	Detroit, Mon. & Tol. (L.S.H. & M.S.):						
2d Mort. ( " )	821,000	10	May & Nov.	" " "	1904	.....	1st Mortgage Aug. 1, 1866	924,000	7	Feb. & Aug.	New York.	1906	105
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" " "	1883	.....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central)	666,500	7	Jan. & July.	" " "	1882	.....	1st Mort. guar. by C., B. and Q.	563,506	8	Jan. & July.	New York.	1889	101
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	" " "	1884	.....	Dubuque and Sioux City:						
Income ( " )	74,024	7	" " "	" " "	1906	.....	1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1883	101
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" " "	1905	.....	1st Mortgage 2d division	586,000	7	" " "	" " "	1894	105
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	.....	1st Mortgage	450,000	7	April & Oct.	New York.	1883	.....
Columbus and Hocking Valley:							1st Mortgage, preferred	75,500	7	Jan. & July.	" " "	1883	.....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	.....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	" " "	1880	.....	1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	.....
General Mortgage	634,000	7	" " "	" " "	1892	.....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.	1,500,000	7	Jan. & July.	New York.	1908	.....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	.....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	" " "	1890	.....
New Mortgage for \$1,500,000.	1,186,500	7	April & Oct.	Boston.	1893	103 1/2	East Brandywine & Waynesboro:						
Coupon Notes	123,000	7	June & Dec.	" " "	1881	100 1/2	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1886	.....
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	" " "	1889	83 1/2	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	104
1st Mortgage skg fund.	250,000	6	March & Sept.	Boston.	1878	.....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	92
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	.....	2d Mortgage	190,000	4	" " "	" " "	1882-87	.....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" " "	1886	.....
1st Mortgage	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	.....	Endorsed Bonds (East T. & Ga.)	97,000	6	Jan. and July.	" " "	1886	.....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	" " "	" " "	1880-85	.....
1st Mort. ABCD & \$200,000 each	931,000	6	March & Sept.	Philadelphia.	1,2,3,4.	102	Company Bonds ( " new)	135,400	6	" " "	" " "	1876	.....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	.....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	.....
Cowanesque Valley:							Loan of 1867	.....	7	" " "	" " "	1887	.....
1st Mortgage, gold	95,000	7	Jan. & July.	New York.	1902	.....	Loan of 1868	.....	6	" " "	" " "	1888-89	.....
2d Mortgage	100,000	7	May & Nov.	" " "	1882	.....	Loan of 1869	.....	6	May & Nov.	" " "	1889	.....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes	.....	7	" " "	" " "	1882	.....
1st Mortgage	803,500	6	March & Sept.	New York.	1891	.....	Ten year coupon notes	.....	7	" " "	" " "	1883-84	.....
2d Mortgage, sinking fund.	648,000	6	May & Nov.	" " "	1888	.....	Sinking Fund Bonds	.....	7	May & Nov.	" " "	1884	.....
Cumberland Valley:							Stealing Sink, Rd. Bonds.	3,049,200	6 1/2	March & Sept.	London.	1893	.....
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	.....	Certif. of Indebt. Sept. 1, 1876	12,645,000	3 1/2	" " "	Boston.	1906	50 1/2
2d Mortgage	109,500	8	" " "	" " "	1908	.....	Eastern Shore (Md.):						
Plain bonds	81,800	6	" " "	" " "	1884	.....	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	.....
Danbury and Norwalk:							2d Mortgage	200,000	6	April & Oct.	" " "	1886	.....
Mortgage Bonds of 1870.	100,000	7	Jan. & July.	New York.	1880	.....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.	200,000	7	" " "	" " "	1890	.....	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	.....
Mortgage Bonds of 1872.	200,000	7	" " "	" " "	1892	.....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	102 1/2
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed	670,000	5	April & Oct.	" " "	1882	57
2d Mortgage	300,000	7	" " "	" " "	1885	.....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended	2,483,000	7	May & Nov.	New York.	1897	112 1/2
1st Mortgage	2,000,000	7 1/2	April & Oct.	New York.	1909	.....	2d Mortgage	2,174,000	7	March & Sept.	" " "	1879	102 1/2
Davenport and St. Paul:							3d Mortgage	4,852,000	7	" " "	" " "	1883	103
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	.....	4th Mortgage convertible	2,937,000	7	April & Oct.	" " "	1880	102
Dayton and Michigan (C.H. & D.):							5th Mortgage convertible	709,500	7	June and Dec.	" " "	1883	104 1/2
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	.....	Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	" " "	1891	.....
2d Mortgage, guar.	426,000	7	March & Sept.	" " "	1884	.....	Sterling loan (\$1,000,000) conv.	4,457,714	6 1/2	March & Sept.	London.	1875	.....
3d Mortgage, guar.	351,000	7	April & Oct.	" " "	1888	.....	1st Consol Mort. for \$30,000,000.	12,076,000	7 1/2	" " "	N.Y. & London.	1920	.....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" " "	1886-94	.....	2d Consol Mort. for \$40,000,000.	14,400,000	7	June and Dec.	London.	1894	.....
Dayton and Union:							Convertible bonds	10,000,000	7 1/2	J. A. J. and O.	London.	1903	.....
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	.....	Erie and Pittsburg (Penn.):						
2d Mortgage	135,000	7	June & Dec.	" " "	1879	.....	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	.....
Income Bonds	252,445	6	" " "	" " "	1879	.....	2d Mortgage	92,800	7	April & Oct.	" " "	1890	.....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage	2,192,000	7	Jan. & July.	" " "	1898	.....
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	.....	Equipment Mortgage	750,000	7	April & Oct.	" " "	1890	.....
1st Mortgage ( " )	495,000	6 1/2	Jan. & July.	" " "	1905	.....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	.....
1st Mortgage	500,000	8	March & Sept.	New York.	1901	.....	1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6 1/2	March & Sept.	" " "	1899	.....
Delaware and Bound Brook:							New Mortgage for \$6,000,000.	.....	.....	.....	.....	.....	.....
1st mortgage	1,200,000	7	Feb. & Aug.	Philadelphia.	1905	98	Evansville and Crawfordsville:						
Delaware (P. W. and Balt.):							1st Mortgage (51 miles) skg. fund	302,000</					

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	104
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	100
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	35
2d Mort. ( " )	400,000	7	"	"	1900	....	<b>Illinois Central:</b>						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	...
1st Mort. (Cent. R. Is. Exten.)...	200,000	7	May and Nov.	"	1903	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	...
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund..	4,598,906	5*	"	"	1903	...
1st Mort. (Whitestone & W.)...	93,000	7	Jan. & July.	"	1893	....	<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1880	....	1st Mortgage guaranteed.....	900,500	8	April & Oct.	Boston.	1890	108
<b>Fonda, Johnstons &amp; Gloversville:</b>							<b>Indiana and Illinois Central:</b>						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	...
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							<b>Indiana North and South:</b>						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	42	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	...
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	<b>Indianapolis, Blooming. &amp; West:</b>						
<b>Fort Wayne, Muncie &amp; Cin.:</b>							1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	15
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	...
2d Mortgage.....	500,000	8	"	"	1899	....	2d Mortgage.....	1,500,000	8	"	"	1890	2
<b>Frammingham and Lowell:</b>							<b>Indianapolis and Madison:</b>						
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	...
2d Mortgage.....	100,000	8	"	"	1883	89	<b>Indianapolis &amp; Vincennes:</b>						
<b>Frederick and Pennsylvania Line:</b>							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	...
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	...
<b>Fremont, Wabash &amp; Mo. (S.C. &amp; P.):</b>							<b>International and Gt. Northern:</b>						
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	75
<b>Galena &amp; Chic. Union (C. &amp; N. W.):</b>							Convertible B'ds ( " )	1,473,000	8	Feb. & Aug.	"	1892	...
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage (House & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	74
<b>Galv. Harrisburg &amp; San Antonio:</b>							Convert. B'ds ( " )	1,677,000	8	Feb. & Aug.	"	1892	...
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	<b>Indianapolis, Cin. and Lafayette:</b>						
<b>Galveston, Houston &amp; Henderson:</b>							1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	...
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	...
<b>Geneva, Ithaca and Athens:</b>							Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'83	...
1st Mortgage, skg. fd., guar. ....	600,000	7*	Jan. and July.	New York.	1890	....	Equipment Bonds, registered...	375,000	10	"	"	1883	80
<b>Georgia (and Banking):</b>							1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	...
Company bonds (debentures)...	530,000	7	Jan. & July.	Augusta	'75-'90	....	2d Mort. (Cin. & Indiana)	492,000	7	June & Dec.	"	1892	...
<b>Wilmington, Clinton &amp; Springfield:</b>							1st Mort. ( " ) guar.	1,497,000	7	Jan. & July.	"	'77-'82	...
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	<b>Indianapolis and St. Louis:</b>						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	...
<b>Goshen and Deckertown (Erie):</b>							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	...
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	April & Oct.	"	1919	...
<b>Grand Rapids &amp; Indiana:</b>							2d Mortgage.....	1,000,000	7	"	"	1900	...
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	85	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	<b>Ionia and Lansing (D. L. &amp; L. M.):</b>						
<b>Grand River Valley (Mish. C.):</b>							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	...
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1888	94	2d Mortgage.....	81,000	8	May & Nov.	"	1886	...
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	<b>Iowa Falls and Sioux City:</b>						
<b>Grand Trunk (Can.):</b>							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	80
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Equip'm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	94
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	<b>Ironton (Penn.):</b>						
1st Preference Bonds £3,218,149	16,090,745	6*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	...
2d Preference Bonds £2,327,808	11,639,040	4*	"	"	"	....	<b>Ithaca and Athens (Penn.):</b>						
3d Preference Bonds £7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	103
Provincial Debenture's £3,111,500	15,567,500	...	"	"	"	....	<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
<b>Great Western of Canada:</b>							1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1885	90
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	687,000	8	May & Nov.	"	1890	...
Mortgage Bonds £547,000.....	2,735,000	5	April & Oct.	"	'77-'78	....	2d Mortgage guar.....	142,000	8	March & Sept.	"	1878	...
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	2,010,000	8	"	"	1891	69
Debenture Bonds £1,743,100....	8,715,900	6	Jan. & July.	"	Perp.	....	<b>Jacksonville, North West &amp; S. East:</b>						
<b>Great Western Railway of 1850:</b>							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	...
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	91	<b>Jacksonville, Pensac. and Mobile:</b>						
2d Mort. ....	2,500,000	7	May & Nov.	"	1893	93	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	...
<b>Green Bay and Minnesota:</b>							2d Mortgage.....	3,000,000	8	"	"	1899	...
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	<b>Jameson &amp; Frank (L.S. &amp; M. So.):</b>						
<b>Greenville and Columbia:</b>							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	...
1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	...
1st Mortgage not guaranteed....	376,766	7	"	"	'81-'86	....	<b>Jefferson (Erie):</b>						
<b>Greenwich and Johnsonville:</b>							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. ( " )	84,000	7	"	"	1889	...
<b>Gulf, Western Texas and Pacific:</b>							1st Mort. (Carbondale Section)..	2,000,000	7	"	"	1889	...
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	<b>Jeffersonville, Madison &amp; Indian:</b>						
<b>Hannibal and Naples (T. W. &amp; W.):</b>							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	...
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	...
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	...
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							<b>Jersey City and Albany:</b>						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	...
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	...
<b>Hannibal and St. Joseph:</b>							<b>Joliet and Chicago (C. &amp; Alton):</b>						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'94	106	1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	106	<b>Junction, Philadelphia:</b>						
Fifteen years' bonds (277 m.)...	4,000,000	8	March & Sept.	"	1885	84	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
1st Mort. (Q. & Palm R. R. 15 m.)	800,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	90	<b>Junction and Breakwater:</b>						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	...
<b>Harlem Extension:</b>							<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M. So.	840					



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1896	64	1st Mortgage for Cincinnati Br..	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,060,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7*	March & Sept.	N. Y. & St. Lo.	'71-'78	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	....	1st Mort. (Louisville & Frankf.)	39,000	6	"	"	'73-'78	....
2d Mort. ( " ) gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7*	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	....
Kent County (Del.)							Mort. main office lot & building	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	'80-'85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,369,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	7,169,000	7	April & Oct.	"	1898	98
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	'86-'87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,600	6	May & Nov.	"	1896	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99
Keokuk and St. Paul (C.B. & Q.):							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	318,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
Laf., Blooming. & Miss. (T.W. & W.)							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	....
Laf., Muncie & Bloom. (T.W. & W.)							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,146,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F., Regist'd.....	6,650,000	7	J. A. J. & O.	"	1900	107	\$1,100,000 Loan, tax free.....	756,800	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupor.....	9,105,000	7	Jan. & July.	"	1903	109	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	3,395,000	7	June & Dec.	"	1903	97	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6*	Jan. and July.	Boston.	'90-'91	98
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	107	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	....	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1896	....
3d Mort. ( " ) " " " "	1,000,000	7	April & Oct.	"	1892	....	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. ( " ) " " " "	5,256,000	7	May & Nov.	"	1885	....	1st Mort. (Leeds & Farv'gton)	633,000	6	Jan. & July.	"	1901	....
2d Mort. ( " ) " " " "	2,682,306	7	"	"	1877	....	Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	819,000	7	Jan. & July.	"	1885	....	Mansfield & Framing. (B.C. & F.):						
2d Mort. ( " ) " " " "	200,000	7	April & Oct.	"	1886	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Mort. Bonds (Buffalo and Erie)	300,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds ( " ) " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds ( " ) " " " "	2,850,000	7	April & Oct.	"	1898	....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	91
1st M. (Det'lt, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	45
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1897	....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	20
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hook. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	433,000	7	"	"	var	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. ( " ) " " " "	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)...	1,700,000	8	Jun. & Dec.	New York.	1892	89
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)...	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	'92-'03	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Massachusetts Valley (O. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1899	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Lawrence (P. Ft. W. & Chl.):							Massillon & Cleve. (C.M. V. & D.)						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							Mayville and Lexington:						
1st Mort. guar. by Pac. of Mo.:	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Leaven., Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. skg fund conv. gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	86
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Tennessee State Loan.....	1,514,142	6	"	"	"	"
Lehigh and Lackawanna:							Income Bonds.....	600,000	10	March & Sept.	"	'73-'78	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	109	2d Mortgage.....	1,000,000	8	"	"	"	"
1st Mortgage ( " ) reg.....	5,000,000	6	"	"	1898	110	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$8,000,000.....	6,000,000	7	March & Sept.	"	1910	113	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	98	Michigan Central:						
(General Mort., registered....)	5,000,000	6*	"	"	1922	93	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
Lewish. Centre & Spruce C. (P. & E.)							1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	110
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	104
Lexington & St. Louis (A. & F.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	96
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899	....	Equipment Bonds for \$800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost		

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	\$ 700,000	7 <sup>1</sup> / <sub>2</sub>	Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	700,000	7 <sup>1</sup> / <sub>2</sub>	Jan. & July.	New York.	1911	....	1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:	20,000pm	7 <sup>1</sup> / <sub>2</sub>	Jan. & July.	Detroit.	1890	....	2d Mortgage for \$3,000,000.....	3,000,000	7 <sup>1</sup> / <sub>2</sub>	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	'74-'84	....	Consol. Mort. for \$8,000,000.....	4,000,000	8	Jan. & July.	N. Y. & Lond.	1915	....
Mississippi Cent. (N.O. St. L. & Chi.)	2,000,000	8	Feb. & Aug.	"	1886	....	New Orleans, Mobile and Texas:	7,250,000	7 <sup>1</sup> / <sub>2</sub>	"	New York.	1915	....
1st Mortgage.....	3,704,500	7 <sup>1</sup> / <sub>2</sub>	May & Nov.	"	1912	....	1st Mort. (Mobile to N. Orleans)	2,825,000	8	"	"	1915	....
2d Mortgage.....	2,040,000	7 <sup>1</sup> / <sub>2</sub>	Jan. & July.	"	1900	....	2d Mort. endorsed by Louisiana.	6,617,500	7 <sup>1</sup> / <sub>2</sub>	Feb. & Aug.	N.Y. or Lond.	1903	....
General Mort. for \$8,000,000 gold	600,000	7	April & Oct.	Memphis.	1876	....	1st Mortgage for \$12,250,000.....	4,000,000	6 <sup>1</sup> / <sub>2</sub>	May & Nov.	London.	1904	....
Mississippi, Ouachita & Red Riv.	1,254,000	8	Jan. & July.	"	'81-'93	....	New York & Canada (D. & H.C.)	6,632,900	6	May & Nov.	New York.	1883	100
1st Mortgage gold.....	430,547	7	"	"	....	....	1st Mort. for \$800,000, guar.....	74,500	6	May & Nov.	"	1883	104
Mississippi and Tennessee:	800,000	7	Feb. & Aug.	New York.	1902	....	New York Central & Hudson R.	162,000	6	"	"	1883	104
1st Mortgage.....	2,000,000	7 <sup>1</sup> / <sub>2</sub>	June & Dec.	"	1910	....	Debt Certificates (N. Y. Cent.)	2,391,900	6	June & Dec.	"	1887	104
Consolidated Mortgage.....	3,220,000	6 <sup>1</sup> / <sub>2</sub>	Jan. & July.	New York.	1903	....	Bonds for R.R. Stocks ( " )	1,794,000	7	"	"	1885	112
Tennessee State Loan.....	362,000	7 <sup>1</sup> / <sub>2</sub>	June & Dec.	"	1900	....	Bonds for Real Estate ( " )	1,950,000	7	April & Oct.	"	1891	....
Mississippi Valley and Western:	2,500,000	7	"	"	1905	....	2d Mort. (Hudson River) S. F.	18,465,000	7	Jan. & July.	"	1903	118
1st Mortgage \$20,000 p. m.....	600,000	7	"	"	1906	....	Bonds of 1871, tax free.....	9,733,333	6 <sup>1</sup> / <sub>2</sub>	"	London.	1903	....
Missouri, Iowa and Nebraska:	5,000,000	10	Jan. & July.	New York.	1889	02	1st Mort., coup. } for \$30,000,000	103,000	6	Feb. & Aug.	New York.	1893	....
1st Mortgage gold, sinking fund.	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	1st Mort., reg'd }	107,704	7	Jan. & July.	"	1881	....
Missouri, Kansas and Texas:	3,220,000	6 <sup>1</sup> / <sub>2</sub>	Jan. & July.	New York.	1903	....	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	118
1st Mort. (Teb. & Neosho) S.F.	362,000	7 <sup>1</sup> / <sub>2</sub>	June & Dec.	"	1900	....	Consol. Mort. of 1872, reg.	249,000	7 <sup>1</sup> / <sub>2</sub>	April & Oct.	New York.	1902	....
Consol. Land Grant, skg fd gold	1,418,000	7 <sup>1</sup> / <sub>2</sub>	Feb. & Aug.	"	1904	58	1st Mort. for \$4,000,000.....	2,500,000	7 <sup>1</sup> / <sub>2</sub>	Jan. & July.	New York.	1902	....
Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	New York, N. Haven & Hartford:	2,000,000	7	"	New York.	1903	....
Further Add. Consol. Mort.....	600,000	7	"	"	1906	....	1st Mort. (Hartford & Portchester)	923,000	7	March & Sept.	Boston.	1884	....
Missouri River, Ft. Scott & Gulf:	5,000,000	10	Jan. & July.	New York.	1889	02	1st mortgage, old.....	343,000	7	Jan. & July.	"	1905	....
1st Mortgage, Land Grant, S. F.	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	1st mortgage, new.....	8,000,000	7 <sup>1</sup> / <sub>2</sub>	Jan. & July.	New York.	1894	....
2d Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mortgage gold, tax free.....	2,500,000	7	May & Nov.	"	1895	....
Mobile and Girard.....	300,000	8	"	New York.	1889	....	2d Mortgage convertible.....	1,500,000	7	"	"	1896	....
1st Mortgage.....	33,500	8	"	Savannah.	1887	....	2d Mortgage non-convertible.....	3,800,000	7	"	"	....	....
Mobile and Montgomery:	2,434,000	8 <sup>1</sup> / <sub>2</sub>	May & Nov.	New York.	1900	....	3d Mort., Equipment.....	2,425,000	7	"	"	....	....
1st Mort. endor. by State of Ala.	800,000	8	"	"	1900	....	1st Mort., (West. Extension).....	1,200,000	7	"	"	....	....
2d Mortgage.....	5,636,000	6 <sup>1</sup> / <sub>2</sub>	May & Nov.	Mob. & Lond.	1883	....	Consolidated Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
Mobile and Ohio:	1,524,300	6 <sup>1</sup> / <sub>2</sub>	"	"	'76-'83	....	1st Mortgage.....	250,000	6	May & Nov.	"	'78-'81	....
1st Mortgage Sterling.....	769,920	6 <sup>1</sup> / <sub>2</sub>	"	Mobile.	1883	....	Extension Bonds.....	837,000	7	Jan. & July.	"	1899	....
Interest bonds.....	1,688,000	7 <sup>1</sup> / <sub>2</sub>	Jan. & July.	N.Y. & Lond.	1901	....	General Mort. for \$1,000,000.....	306,000	8	Jan. & July.	New York.	1877	88
Sterling Interest bonds.....	53,000	8	May & Nov.	Mobile.	1887	....	1st Mortgage.....	157,000	7	"	"	1877	92
Tennessee Substitution Bonds.....	1,453,858	8	March.	"	1877	....	2d Mortgage.....	454,000	8	"	Norfolk.	1893	78
Special Mort. (Gainesville Br'h)	977,550	7 <sup>1</sup> / <sub>2</sub>	Jan. & July.	N.Y. & Lond.	1904	....	Norfolk & Petersburg (A.M. & O.):	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
2d Mortgage.....	800,000	8	M. J. S. & D.	New York.	....	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
Consol. Mort. for \$15,000,000.....	1,800,000	7 <sup>1</sup> / <sub>2</sub>	March & Sept.	New York.	....	....	2d Mortgage.....	282,500	8	"	"	1899	....
Convertible 3 per cent. bond.....	780,000	7	"	"	....	....	North Eastern (S. Car.):	3,000,000	7	Jan. & July.	New York.	1895	102
Montclair (N. Y. and O. Mld.)	888,400	7	"	"	....	....	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	107
1st Mortgage gold, guar.....	1,040,000	8 <sup>1</sup> / <sub>2</sub>	March & Sept.	New York.	1886	....	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	109
2d Mortgage.....	330,000	8	June and Dec.	"	1900	....	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	....
Income Mortgage.....	127,800	7	May & Nov.	New York.	1889	....	North Shore (Flush., N.S. & Cent):	135,000	7	Feb. & Aug.	New York.	1887	....
Montgomery and Erie (Erie):	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	1,500,000	8	J. A. J. & O.	Annapolis.	Irred.	100
1st Mortgage.....	1,040,000	8 <sup>1</sup> / <sub>2</sub>	March & Sept.	New York.	1886	....	2d Mortgage.....	1,490,000	8	Jan. & July.	Baltimore.	1885	100
Montgomery and Eufaula:	330,000	8	June and Dec.	"	1900	....	3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	94
1st Mortgage end. by Ala. gold.	500,000	7 <sup>1</sup> / <sub>2</sub>	J. A. J. & O.	New York.	1890	....	Mortgage coupon.....	2,599,000	6 <sup>1</sup> / <sub>2</sub>	Jan. & July.	Baltimore.	1900	....
1st Mortgage not endorsed.....	5,000,000	7	May & Nov.	New York.	1914	114	Mortgage registered.....	205,000	6 <sup>1</sup> / <sub>2</sub>	April & Oct.	"	1900	....
Monticello and Fort Jervis:	3,063,000	7	Feb. & Aug.	"	1891	105	Consol. General Mort. S. F.	2,925,000	5	Jan. & July.	Lond. & Balt.	1904	....
1st Mortgage gold, tax free.....	384,000	7	Jan. & July.	"	1900	....	Second General Mort. coupon.....	3,000,000	5	"	Baltimore.	1926	....
Morris and Essex (D. L. & W.):	573,000	7	Feb. and Aug.	"	1889	100	Second General Mort. coupon.....	1,000,000	6	"	"	1928	....
1st Mortgage sinking fund, guar.	4,991,000	7	April & Oct.	"	1901	96	Northern New Jersey (Erie):	400,000	7	Jan. & July.	Jersey City.	1878	....
Convertible bonds.....	1,025,000	7	"	"	1915	57	1st Mortgage skg fd guar.....	4,000,000	7 <sup>1</sup> / <sub>2</sub>	Jan. & July.	New York.	1900	21
Construction bonds.....	3,239,000	7	June & Dec.	"	'74-'83	....	1st Mort. on R.R. & lands gold..	140,000	6	Jan. & July.	Baltimore.	1885	100
Gen'l M. (lat on Bonton Br.) gr.	1,100,000	6	Jan. & July.	New York.	'81-'91	....	Northwestern Virginia:	3,500,000	7 <sup>1</sup> / <sub>2</sub>	March & Sept.	New York.	1917	....
Special Mortgage.....	1,000,000	4	"	"	1913	92	1st Mortgage.....	400,000	6 <sup>1</sup> / <sub>2</sub>	Jan. & July.	Boston.	1877	....
Consol. mort. for \$25,000,000 guar	4,700,000	7	"	"	....	....	Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
Nashville, Chattanooga & St. Louis:	1,900,000	7	Jan. & July.	New York.	1900	01	Nyack and Northern:	150,000	7	Jan. & July.	New York.	1890	....
1st Mort., endorsed by Tenn.	206,000	6 <sup>1</sup> / <sub>2</sub>	April & Oct.	Nashville.	1887	....	Ogdensburg and Lake Champlain:	300,000	8	Jan. & July.	Boston.	1878	94
2d Mort. (Held by U. S. Gov.).....	1,900,000	7	"	"	....	....	Equipment Mortgage.....	200,000	8	"	"	1879	94
New Mortgage.....	200,000	6 <sup>1</sup> / <sub>2</sub>	Feb. & Aug.	Boston.	1892	102	Sinking Fund Bonds.....	400,000	8	March & Sept.	"	1890	100
Nashville and Decatur (L. & Nash.):	1,900,000	7	Jan. & July.	New York.	1900	01	Ohio and Mississippi:	3,087,000	7	Jan. & July.	New York.	1898	94
1st Mortgage sinking fund, guar.	206,000	6 <sup>1</sup> / <sub>2</sub>	April & Oct.	Nashville.	1887	....	Consolidated S. F. Mortgage.....	3,475,000	7	"	"	1898	94
Nashua and Lowell:	200,000	6 <sup>1</sup> / <sub>2</sub>	Feb. & Aug.	Boston.	1892	102	Consolidated Mort., Sterling.....	112,000	7 <sup>1</sup> / <sub>2</sub>	"	London.	1898	....
Bonds for freight depot.....	600,000	7	Jan. & July.	New York.	1891	....	2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	54
Newark & New York (C. of N.J.):	800,000	7 <sup>1</sup> / <sub>2</sub>	May & Nov.	New York.	1889	08	Income and Funded Debt Bonds.	174,000	7	"	New York.	1882	....
1st Mortgage guar.....	171,800	6	Jan. & July.	Boston.	1881	98	Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
Newark, Somerset & Straitville:	400,000	7	"	"	1894	106	1st Mort. (Springfield Division).	1,915,000	7	May & Nov.	"	1906	....
1st Mortgage gold.....	525,000	7	Various.	New Haven.	'98-'00	....	Old Colony.....	1,000,000	6	March & Sept.	Boston.	1896	102
New Bedford:	2,000,000	7	May & Nov.	New York.	1889	....	Plain Bonds.....	32,000	8	"	"	1884	96
1st Mort. (New Bed. & Taunton)	8,000,000	7	"	"	1881	....	Plain Bonds.....	1,450,000	8	Feb. & Aug.	"	1897	....
New Issue for \$360,000.....	2,000,000	7	"	"	....	....	New Bonds for \$5,000,000.....	1,692,000	7	March & Sept.	"	1894	107
New Haven and Derby:	1,000,000	7	March & Sept.	"	1893	....	Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	....
1st Mortgage.....	5,300,000	7	April & Oct.	"	1891	....							
New Jersey and Northampton:	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....							
1st Mortgage.....	750,000	6	April & Oct.	"	'80-'82	....							
Convertible bonds, tax free.....	200,000	7	"	"	1891	....							
Holyoke and Westfield bonds.....	3,000,000	7 <sup>1</sup> / <sub>2</sub>	Feb. & Aug.	New York.	1895	....							
New Jersey Midland (N.Y. & O.M.):	1,500,000	7	"	"	1881	....							
1st Mortgage gold, guar.....	600,000	7 <sup>1</sup> / <sub>2</sub>	March & Sept.	N.Y. or Lond.	1893	....							
2d Mortgage.....	2,000,000	7	May & Nov.	New York.	1889	21							
New Jersey and New York:	120,000	6	April & Oct.	"	1885	....							
1st Mortgage.....	1,000,000	7	March & Sept.	"	1881	....							
New Jersey Southern:	5,300,000	7	April & Oct.	"	1893	....							
1st Mortgage.....	750,000	7	"	"	1891	....							
1st Mort. (Tom's River Branch)	3,000,000	7	May & Nov.	New York.	1900	....							
2d Mortgage.....	301,000	6	April & Oct.	New York.	1885	....							
Consol. Mort. for \$7,000,000.....	800,000	7	June and Dec.	"	1892	....							
Income Mortgage.....													
New Jersey West Line													
1st Mort. gold, for \$3,000,000.....													
New London & North (N. Conn. V.):													
1st Mortgage.....													
2d Mortgage.....													



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt.:	\$					
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	89	Mortgage Loan, convertible.....	28,000	6	Jan. & July.	Phila. & Bost.	1884	103 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	103 1/2
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	104 1/2
Omaha and Southwestern:							Loan of 1875.....	800,000	6	" "	" "	1900	106 1/2
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	97	Pickering Valley (Phila. & Rdg):						
Orange, Alex. and Manassas—							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	63
See Wash. C. Va. Mid. & Gt. So.							Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)....	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	...	....	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1884	85
Osage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	72 1/2
1st Mortgage (6-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C., M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	118
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	800,000	7	Jan. & July.	" "	1912	113
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	109 1/2	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	" "	1912	....
Owensboro and Russellville.							2d Mortgage (Series I).....	800,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	800,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series K).....	800,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97 1/2	2d Mortgage (Series L).....	800,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,500,000	7	Jan. & July.	" "	1891	92 1/2	2d Mortgage (Series M).....	800,000	7	June & Dec.	" "	1912	....
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	2,000,000	7	April & Oct.	" "	1912	100	
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1894	....
1st Mort. (Carondelet Branch).....	500,000	6*	April & Oct.	" "	1893	70	Pittsburg, Va. and Charleston:						
Paducah and Memphis:							1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	Pittsburg, Wash. & Baltimore:						
Panama:							1st Mort. (Pittsb. & Conn'lville)....	4,000,000	7	Jan. & July.	Baltimore.	1898	100
General Mortgage, stg £597,800.	2,889,330	7*	April & Oct.	London.	1897	....	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
Paris and Decatur:							1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage gold, S. F.....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
Paterson and Newark (Erie):							Plymouth, Kankakee & Pacific:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage for \$3,000,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	....
Pekin, Linc. & Decatur (T.W. & W.):							Port Huron and Lake Michigan:						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	1st Mortgage gold, for \$1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Pemberton & Hights (U.C. of N.J.):							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	1st Mort. (Maine Section) gold.....	800,000	6*	Jan. & July.	Boston.	1900	....
Peninsular (Mich.) Railway:							Consol. Mort. gold, for \$3,300,000	149,000	6*	May & Nov.	" "	1901	15
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....	Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S.F.) 2d series	2,000,000	7*	" "	" "	1900	....	1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	46
2d Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	Portland and Oxford Central:						
Pennsylvania:							1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1888	....
1st Mort. (Harris'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105 1/2	Portland and Rochester:						
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	100 1/2	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage, registered.....	19,999,760	6	" "	" "	1910	100	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
Consolidated Mortgage.....	29,250,000	6*	Jan. & July.	London.	1905	93	2d Mort. (Portland Loan).....	395,500	6	Mar. & Sept.	" "	1891	....
State lien for \$7,500,000, skg fd	4,795,108	5	April & Oct.	Philadelphia.	177-90	....	Port Royal (S. C.):						
Pennsylvania Coal:							1st Mortgage gold, skg fd.....	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	1st Mort. gold, guar. by Ga. R.R.	500,000	7*	" "	" "	1889	....
Pennsylvania and Delaware:							Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	45 1/2
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	Poughkeepsie and Eastern:						
Pennsylvania & New York (L.V.):							1st Mort. gold, conv. & tax free..	644,500	7*	Jan. & July.	New York.	1910	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	110 1/2	2d Mortgage.....	78,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	Providence and Worcester:						
Peoria & Bureau Val (C.R.I. & P.):							1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
Peoria & Hannibal (C. B. & Q.):							Quincy, Alton and St. Louis:						
1st Mortgage, traffic guarantee..	277,000	8	Jan. & July.	Boston.	1878	101 1/2	1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Peoria, Pekin and Jacksonville:							Quincy and Palmyra:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....	Quincy and Toledo (T. W. & W.):						
Peoria and Rock Island:							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	71
1st Mort. gold, conv. & tax free..	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....	Quincy & Warsaw (C. B. & Q.):						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	107
Perkiomen (Phila. and Rdg):							Reading and Columbia (P. & R.):						
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	70	1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	95
Petersburg:							2d Mort., Coupon, guaranteed..	250,000	7	June & Dec.	Columbia.	1884	....
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	179-98	84 1/2	Rensselaer and Saratoga:						
2d Mortgage.....	500,000	8	" "	" "	1902	....	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	111 1/2
Philadelphia and Atl. City:							3d Mortgage.....	150,000	7	" "	" "	1887	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Philadelphia and Baltimore Cent.:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Md. Div. 9 1/2 m.)..	300,000	6	" "	" "	1891	....	Consol. Mort. for \$2,000,000.....	1,795,500	7	May and Nov.	" "	1921	92
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	" "	" "	1900	....	New Gen'l Mort. for \$6,000,000.	1,092,000	6*	" "	" "	....	....
Philadelphia and Erie (Penna.):							Richmond and Danville:						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	108 1/2	Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1890	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	102	Virginia State guar. bonds.....	187,800	6	" "	" "	1875	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	98 1/2	1st Mort. (Piedmont Branch)....	500,000	8	" "	" "	1888	....
General Mort. for \$20,000,000.....	7,652,000	6*	" "	Phil. or Lond.	1920	....	1st Mort. (Northwestern, N.C.)	500,000	6 1/2				

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	---	1st Mortgage Sterling	1,482,667	5	Jan. & July.	London.	'82-'88	---
Saint Croix and Penobscot:							1st Mortgage (L.) currency	1,061,500	7	" " "	New York.	'78-'86	---
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	---	2d Mort. for \$3,000,000	1,268,500	7	April & Oct.	"	1902	---
2d Mort. ( " )	17,500	6	" " "	"	1879	---	Domestic (I) Bonds	1,061,500	7	April & Oct.	Charleston.	1891	---
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	---	Domestic (K) Bonds	63,500	6	Jan. & July.	"	'80-'92	---
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free	1,500,000	8	Feb. & Aug.	N. Y. & Lond.	1899	---	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	---
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8	" " "	"	1900	---	2d Mort. " " "	200,000	7	" " "	"	1889	---
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage	1,000,000	6	May & Nov.	New York.	1893	---	1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	---
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000	177,500	7	March & Sept.	"	1884	---
1st Mortgage skg f.d. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	111	South and North Alabama.						
1st Mortgage skg f.d. (Series B)	1,100,000	7	April & Oct.	"	1894	111	1st Mort., endor. by Ala. gold	391,000	8	Jan. & July.	New York.	1890	---
1st Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	85	Sterling Mort., guar. by L. & N.	£1,638,000	6	May & Nov.	London.	----	---
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	---	South Pacific (Atl. and Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	" " "	"	1884	66	1st Mortgage gold, assumed	7,188,500	6	Jan. & July.	New York.	1888	71
Equipment Mortgage	800,000	10	March & Sept.	"	1894	---	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	99
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	99	South Side, Va. (A., M. and O.):						
2d Mort. ( " )	6,000,000	7	May & Nov.	"	1897	70	1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	86
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7	June & Dec.	"	1897	---	2d preferred bonds	621,000	6	" " "	"	'84-'90	71
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7	" " "	"	1897	---	3d preferred bonds	452,800	6	" " "	"	'84-'90	60
Consolidated Mortgage	1,500,000	7	" " "	"	1899	---	Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1899	---
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	---	2d Mortgage	600,000	7	March & Sept.	"	1882	108
2d Mortgage	548,000	7	Jan. & July.	"	1898	---	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold	1,500,000	7	May & Nov.	New York.	1900	---
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	101	Southern of L. I.:						
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	---	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	---
St. Louis, Lawrence and Denver:							2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	80
1st Mort. guar. by Atl. and Pac.	1,020,000	6	Jan. & July.	New York.	1901	---	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	April & Oct.	New York.	'78-'88	---
1st Mort. gold skg fund conv.	2,307,000	7	May & Nov.	New York.	1894	---	2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	---
1st M. (Evans, D.) gold skg f.d. con	1,000,000	7	" " "	"	1896	---	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nabh.)	1,000,000	7	Jan. & July.	"	1897	---	1st Mortgage gold for \$28,000,000.	11,000,000	6	April & Oct.	New York.	----	---
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	"	1902	---	Southern Pennsylvania:						
St. Louis, Van. & T. B. (T.H. & L.):							1st Mortgage gold	625,000	7	March & Sept.	Philadelphia.	1900	---
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	---	2d Mortgage gold	85,000	7	" " "	"	1880	---
2d Mortgage (A.) guaranteed	1,600,000	7	May & Nov.	"	1898	---	South Western (Gen. of Ga.):						
2d Mortgage (B.) convertible	1,000,000	7	" " "	"	1895	---	Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'80	---
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	---	1st Mortgage (Muscoogie) conv.	300,000	7	"	"	'72-'78	---
St. Paul and Iowa Southwestern							Spartanburg and Union:						
1st Mortgage	4,500,000	7	May & Nov.	-----	1908	---	1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	---
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed	198,370	7	"	"	1879	---
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	---	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watsh) 80m.	366,000	7	Jan. & July.	"	1892	---	1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	---
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	---	Springfield & Illinois S. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7	May & Nov.	London.	-----	---	1st Mortgage gold, tax free	3,400,000	7	Feb. & Aug.	New York.	1899	---
2d M. (do.) R.R. & Lands.	8,500,000	7	" " "	"	-----	---	2d Mortgage gold, tax free	446,000	7	April & Oct.	"	1900	---
General Mortgage for \$15,000,000							Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund	500,000	7	Feb. & Aug.	New York.	1901	---
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	---	Staten island:						
Salem (West Jersey):							1st Mortgage	200,000	7	Jan. & July.	New York.	1886	56
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	---	Stanstead, Shefford and Chamby:						
Salem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	06	Sullivan (Central Verm.):						
Sand., Mansfield & Newark (B. & O.)							2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	---
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	---
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	---	Summit Branch:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage	800,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	97
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	---	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold	1,200,000	7	April & Oct.	Philadelphia.	1890	---
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	---	Income Mort. gold	200,000	6	"	"	1891	---
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	---	Suspens. Bridge & Erie Junc. (E.):						
Funded Interest bonds, guar.	111,800	7	" " "	New York.	1889	---	1st Mortgage	1,000,000	7	"	New York.	----	---
Savannah, Griffin & North Ala.:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mortgage for \$500,000 guar.	162,000	7	Jan. & July.	Macon.	1891	---	1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	---
Savannah and Memphis:							2d Mortgage	270,000	7	June & Dec.	"	1887	---
1st Mort., gold, endor. by State.	16,000pm	6	May and Nov.	New York.	1890	---	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.):							1st Mort. gold, for \$500,000.	500,000	7	Feb. and Aug.	New York.	1891	---
1st Mortgage gold, tax free	400,000	7	Jan. & July.	New York.	1900	---	Tebo and Neosho (M. K. & T.):						
Schoolcraft & Three R. (LS & MS):							1st Mortgage gold, skg fund	1,163,000	7	June & Dec.	New York.	1903	---
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	---	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage	800,000	7	April & Oct.	New York.	1879	---
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	---	Bonds of 1873 for \$1,600,000.	516,000	7	"	"	1894	---
Belma and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	---	1st Mortgage, 8,000 per mile	3,555,000	6	Mar. & Sept.	N.Y., Ph. Lon.	1905	---
Belma, Marion and Memphis:							Consolidated Mortgage	7,548,000	6	June & Dec.	"	1905	---
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	---	Income and Land Grant	7,339,805	7	July.	N. Y. & Phil.	1915	---
Belma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	---	1st Mortgage	1,500,000	7	Jan. and July.	-----	1906	40
2d Mortgage	4,000,000	7	Jan. & July.	"	1891	---	Toledo, Peoria and Warsaw:						
Equipment Mortgage	230,000	10	" " "	"	1881	---	1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	---
Shamokin Valley & Pottav. (N. C.):							1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	"	1896	90
1st Mortgage, on road and lands.	2,000,000	7	Jan. & July.	Philadelphia.	1901	97	2d Mort. conv. ( " )	1,300,000	7	April & Oct.	"	1886	28
1st Mortgage	729,000	7	June & Dec.	New York.	1884	---	Equipment Mort. sinking fund	94,000	8	Jan. & July.	"	1879	---
1st Mortgage extension	694,000	8	April & Oct.	"	1896	---	Consol. Mort. for \$6,200,000.	1,500,000	7	May & Nov.	"	1910	25
Bhenango and Allegheny:							1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	"	1901	---
1st Mortgage for \$1,000,000	795,000	7	April & Oct.	New York.	1889	---	Toledo, Wabash and Western:						
hepang Valley (Ct.)							1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	94
1st Mortgage	400,000	7	April & Oct.	New York.	1891	---	1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" " "	"	1890	94
2d Mortgage	200,000	7	Jan. & July.	"	1902	---	1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" " "	"	1895	91
Shore Line (N. Y., N. H. & Hart.):							1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	"	1860	71
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	---	1st Mort. Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	"	1882	77
Eloux City and St. Paul:							1st Mort. Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	"	1889	73
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	---	2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	"	1878	65
Land Grant Mortgage gold	800,000	7	" " "	"	1901	---	2d Mort. (Wabash & Western)	1,500,000	7	" " "	"	1878	65
2d Mortgage	450,000	8	" " "	"	-----	---	2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" " "	"	1883	63
Equipment bonds	166,000	10	" " "	"	-----	---	Equipment (Toledo & Wabash)	600,000	7	" " "	"	1883	18
St. ux City and Pacific:							Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	62
1st Mortgage gold	1,629,000	6	Jan. & July.	New York.	1898	51	Consol. 2d mort. gold	2,188,000	7	Feb. and Aug.	"	1893	---
2d Mort. (Gov. Salsbury)	1,629,200	8	" " "	U.S. Treasury.	1898	---	Traverse City (Gr. Rap. and Ind.):						
							1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	---



## AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unenclosed.....	400,000	6	Jan. and July.	Baltimore.	1890	98
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	" "	" "	1890	111
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	" "	" "	1890	107
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	" "	" "	1890	104
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....	2d Mortgage preferred.....	600,000	6	" "	" "	1895	78
Convertible Bonds.....	648,000	7	" "	" "	1882	....	3d Mortgage endor. by Balt.....	875,000	6	" "	" "	1900	107
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" "	" "	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6c	Jan. and July.	New York.	1899	131
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	75
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	" "	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	" "	" "	....	....
1st Mortgage gold, tax free.....	27,232,000	6c	Jan. & July.	N. Y. & Bos.	'96-'99	106	Western Union (Chi. M. & St. P.):						
1st Mort. Land Grant.....	7,374,000	7	Apr. and Oct.	" "	1887	103	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,046,000	8	March & Sept.	New York.	1894	94	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	80
Omaha Bridge Bonds Sterling..	2,279,000	8c	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	" "	1896	103
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	6c	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	" "	....	96
Union Pacific, S. Br. (M. K. & T.):							Consolidated Mortgage.....	1,000,000	7	" "	" "	1899	101
1st Mortgage gold, skg fund.....	3,220,000	6c	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (F. T. & Buff)							1st Mort. land gr. gold skg fund	3,900,000	7c	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60	1st Mort. (Southern Extension).	640,000	7c	" "	" "	1902	....
United N. J. R. R. & Canal Cos:							White Water Valley:						
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	1st Mortgage.....	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan £369,200 (U. Co's)	1,848,000	5c	" "	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan £360,000 ( " )	1,800,000	6c	" "	" "	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Company's)	154,000	6	Feb. and Aug.	" "	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3d to State of N. Jer. (U. Co's)	600,000	7	(Due 90 days after demand.)	London.	1880	....	Wilmington, Colum. & Augusta:						
Sterling S. F. £262,000 (C. & A.)	1,310,000	6c	Feb. and Aug.	Philadelphia.	1883	103	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	30
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Princeton.	1889	102	Wilmington and Reading:						
Loan of 1889 ( " )	866,000	6	June & Dec.	Philadelphia.	1889	110	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan ( " )	5,000,000	6	May and Nov.	New York.	1889	....	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	" "	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6c	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7c	May and Nov.	" "	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7c	Jan. and July.	New York.	1896	105
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7.3	J. A. J. & G.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	87
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	75
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,375,000	7c	June & Dec.	" "	1916	....
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	7c	Jan. and July.	Boston.	1901	32
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	" "	" "	1879	104	Worcester and Nashua:						
Convertible bonds.....	150,000	7	" "	" "	1885	105	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	" "	'81-'87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	" "	1893	107
General 2d series (blue).....	850,000	7	" "	" "	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	" "	1895	....
Mortgage 3d series (black).....	138,000	7	" "	" "	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	" "	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	" "	1880	....	1st Mortgage sinking fund.....	1,983,750	6	Jan. and July.	Philadelphia.	1886	75
Vineland:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	6c	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	69
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	Delaware Division (L. C. & N.):						
3d Mortgage.....	990,000	6	" "	" "	1884	80	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	98
5th Mortgage.....	999,000	6	March & Sept.	" "	1900	87	Delaware and Hudson:						
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....	1st Mort. (2d series, July 1, 1889	3,500,000	7	Jan. and July.	New York.	1884	99
Funded Interest.....	226,900	8	" "	" "	1880	....	reg. 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	101
Wallkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	96
1st Mortgage gold, tax free.....	810,500	7c	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	106	Convertible Debentures.....	41,550	6	" "	" "	1882	....
Warren & Franklin (F. T. & B.):							Convertible Loan, gold.....	771,000	6c	March & Sept.	" "	1894	99
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	1st Mortgage, registered.....	5,381,963	6	J. A. J. & O.	" "	1884	104
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	" "	1897	103
1st Mortgage.....	80,000	7	Apr. and Oct.	New York.	1880	....	Mortgage (equip.) Loan, gold....	4,658,500	6c	June & Dec.	" "	1897	57
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,115,000	7	" "	" "	1911	20
1st Mortgage.....	150,000	9c	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	" "	1892	....
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	" "	1877	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	69	Monongahela Navigation:						
2d Mort. ( " )	350,000	7	" "	" "	1891	74	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	" "	1873	80	Morris and Banking:						
2d Mort. " " " "	1,200,000	6	Jan. and July.	" "	1875	74	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. " " " "	600,000	8	May and Nov.	" "	1873	60	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	" "	1899	103
4th Mort. " " " "	700,000	8	March & Sept.	" "	1880	33	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	" "	1887	....
Funded Coupons (do.).....	722,664	....	" "	" "	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	" "	1896	....	1st Mortgage skg fund guar....	2,805,000	6	Jan. and July.	Philadelphia.	1910	62
Virginia State Loan.....	249,982	7	Jan. and July.	" "	'92-'93								

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

*See entries* (") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.										Value of Shares.	
										Par.	pr. & p.c.
										Dividends.	
										Not	Gross.
										Freight.	
										Passen- gers.	
										Trains Moved.	
										Railroad Operated.	
										Surplus Income.	
										Accounts.	
										Bonds.	
										Stocks.	
										Accounts and Cash.	
										Assets.	
										Rolling Stock.	
										Railroad.	
Companies.											
Property and Assets.										Liabilities.	
Rolling Stock.										Accounts and Cash.	
Assets.										Bonds.	
Accounts and Cash.										Stocks.	
Surplus Income.										Accounts.	
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1875	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	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Line	Station	Distance	Time	Rate	Notes
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98	Albany	100	10	100	
99	Albany	100	10	100	
100	Albany	100	10	100	

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the column headed "Rolling Stock" occurring in the column headed "Railroad" (—) across the column signifies "all," and running dots (.....) signify "not ascertained."

Abstract of General Balances Sheet.																									
Year ending	Railroad.		Rolling Stock.		Companies.				Property and Assets.				Liabilities.				Railroad Operated.		Operations.			Earnings.		Value of Shares.	
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Cars.	Freight.	Pan.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	M.	M.	Trains Moved.	Passenger.	Freight.	Gross.	Net.		Dividends.
Sept. 30, 1875	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1876	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1877	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1878	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1879	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1880	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1881	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1882	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1883	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1884	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1885	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1886	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1887	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1888	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1889	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1890	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1891	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1892	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1893	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1894	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1895	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1896	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1897	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1898	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1899	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1900	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1901	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1902	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1903	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1904	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1905	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1906	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1907	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1908	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1909	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1910	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1911	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1912	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1913	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1914	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1915	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000	418,500	22,485	1,504,206	102.0	60,000	273,540	230,809	912,008	273,540	60,000	160	100
Sept. 30, 1916	85.5	22.5	6.5		24	18	12	285	Nat. F. & Canad. Alg. (N. Y. & C.)	1,000,000	324,208	235,703	1,000,000</												



Sept. 30, 1875	140.5	6.6	16.8	39	19	10	608	Richmond and Danville	5,860,614	163,790	2,349,366	110,442	4,000,000	2,502,688	729,757	48,979	224.6	670,412	136,675	221,017	9,23,088	823,448	100
Sept. 30, 1876	22.8	2.7	4.2	14	24	13	176	Richmond and Petersburg	1,102,684	317,187	317,187	293,293	1,008,600	275,766	275,766	25.2	87.0	183,941	45,372	183,941	184,93	78,251	100
Sept. 30, 1877	25.0	2.0	2.4	3	3	2	41	Richmond, York Riv. & Chesapeake	2,805,940	132,606	132,606	1,532,628	660,000	697,610	697,610	83.3	87.0	183,941	45,372	183,941	382,299	26,249	100
Sept. 30, 1878	24.1	1.9	2.4	3	3	2	41	Richmond, York Riv. & Chesapeake	1,248,600	132,606	132,606	1,532,628	660,000	697,610	697,610	83.3	87.0	183,941	45,372	183,941	382,299	26,249	100
Sept. 30, 1879	24.1	1.9	2.4	3	3	2	41	Richmond, York Riv. & Chesapeake	1,248,600	132,606	132,606	1,532,628	660,000	697,610	697,610	83.3	87.0	183,941	45,372	183,941	382,299	26,249	100
Sept. 30, 1880	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1881	163.5	48.7	78.3	49	39	17	1118	Rome, Watertown and Ogdensburg	8,572,917	143,986	143,986	483,441	6,648,400	2,183,000	906,763	383.2	724,182	376,633	376,633	118,520	261,655	01	
Sept. 30, 1882	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1883	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1884	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1885	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1886	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1887	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1888	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1889	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1890	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1891	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1892	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1893	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1894	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1895	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1896	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1897	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1898	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1899	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1900	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1901	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1902	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1903	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1904	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1905	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1906	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1907	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1908	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1909	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1910	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1911	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1912	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1913	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1914	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1915	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1916	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1917	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1918	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1919	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1920	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1921	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284	100	
Sept. 30, 1922	21.4	21.4	21.4	1	14	6	910	Rockford, Rock Island and St. Louis	10,625,000	386,003	386,003	38,199	3,147,600	9,000,000	1,320,000	270.2	923,797	183,282	288,232	897,914	189,284		

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

an asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running date (---) signifies "not ascertained." "t." signifies that the cost thereof is included in that headed "Land Grant Railroads." State-owned Railroads are distinguished by a "t." in the column headed "Land Grant Railroads." State-owned Railroads are distinguished by a "t." in the column headed "Land Grant Railroads."

Abstract of General Balance Sheet.										Value of Shares																									
Property and Assets.				Liabilities.			Railroad Operated.		Operations.		Earnings.		Value of Shares																						
Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		Dividends.		Not		Gross.		Freight.		Passengers.		Trains Moved.		M.		M.		Tons.		Par.		P.C.	
Railroad.		Freight.		R. M. E.		Pass.		Engines.		Railroad in progress.		2d Track and Siding.		Branch Line.		Main Line.		Years ending.		M.		M.		M.		M.		M.		M.		M.		M.	
2,000,000		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,900,232		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
1,101,207		3,139,500		1,602,066		9,000,000		1,000,000		1,000,000		1,000,000		1,000,000																					

**Philadelphia Stock Exchange.**  
Closing Prices for the week ending Nov.

*Closing Prices for the week ending Nov. 3*

Allegheny Val. 7 3-10s.....	W 31. Th. 1.	F. 2.	Sat. 3.	M. 5.	Tu 6.
7s, Income.....	106½	106	106	106	106
Camden & Am. 6s, 1885.....	106	106	106	106	106
6s, 1889.....	106	106	106	106	106
Mort. 6s, 189.....	106	106	106	106	106
Camden and Atlantic.....	106	106	106	106	106
Preferred.....	106	106	106	106	106
1st mortgage.....	106	106	106	106	106
2d mortgage.....	106	106	106	106	106
Catawissa.....	106	106	106	106	106
Preferred.....	35½	35	35	35	35
New preferred.....	21	21	21	21	21
7s, new.....	103½	103	103	103	103
Del. & Bound Brook.....	106	106	106	106	106
7s.....	106	106	106	96	96
Preferred.....	40½	40	40	40	40
Elmira & Williamsport.....	106	106	106	106	106
Preferred.....	40½	40	40	40	40
7s.....	106	106	106	106	106
Hunt. & B. Top Mt.....	106	106	106	106	106
Preferred.....	106	106	106	106	106
2d mortgage.....	106	106	106	106	106
Lehigh Navigation.....	106	106	17	18	17½
6s, 1884.....	104½	104	104	104	104
Gold Loan.....	106	106	106	106	106
Railroad Loan.....	108x	103	103	103	103
Conv. Gold Loan.....	106	106	106	106	106
Lehigh Valley.....	38	38½	38½	38½	38½
6s, new, coupon.....	110½	110	110	110	110
6s, new, registered.....	110½	110	110	110	110
7s.....	113	113	113	113	113
Consol. mort. 6s.....	98	98	98	98	98
Little Schuylkill.....	47	47	47	47	47
Minehill & Sch. Haven.....	106	106	106	106	106
North Pennsylvania.....	106	106	106	106	106
1st mortgage 6s.....	107	107	107	107	107
2d mortgage 7s.....	109½x	109½	109½	109½	109½
Gen'l mort. 7s, coup.....	107	107	107	107	107
Gen'l Mort. 7s, reg.....	107	107	107	107	107
Northern Central.....	106	106	106	106	106
Pennsylvania R. R. 2s.....	29½	29½	29½	29½	30½
1st mortgage.....	105½	105	105	105	105
Gen'l mortgage.....	106	106	106	106	106
Gen'l mort. reg.....	106	106	106	106	106
Consol. mort. 5s, reg.....	106	106	106	106	106
Penn. & N.Y. Canal 7s.....	106	106	106	106	106
Penn. State 6s, 2d series.....	103½	103½	103½	103½	103½
do. 3d series.....	111	111	111	111	111
do. 5s, new.....	107	107	107	107	107
Philadelphia City, 6s.....	104½	104½	104½	104½	104½
6s, new.....	111½	111	111	112½	112½
Phila. and Reading.....	15	15½	15½	15½	15½
Debenture bonds.....	106	106	106	106	106
7s, of 1893.....	106	106	106	106	106
7s, new convertible.....	57	57	57	57	57
Gen'l mortgage 7s.....	101½	101½	101½	101½	101½
Gen'l mortgage, reg.....	101½	101½	101½	101½	101½
Philadelphia and Krio. 9.....	102	102	102	102	102
1st mortgage, 6s.....	102	102	102	102	102
2d mortgage, 7s.....	102	102	102	102	102
Pittsb., Cin. & St. L. 7s. 73½.....	73½	73½	73½	73½	73½
Pittsb., Titusv. & Buff. 8½.....	8½	8½	8½	9½	9½
7s.....	54	54	54	56½	57
Schuylkill Navigation.....	106	106	106	106	106
Preferred.....	106	106	106	106	106
6s, 1872.....	91½	91½	91½	91½	91½
6s, 1882.....	106	106	106	106	106
6s, 1895.....	113	113	113	120½	120½
United Co. of N. Jersey 113.....	113	113	113	111	121
Hestonville, (Horse). 11.....	65	65	65	65	65
Chestnut & Wal. (do.). 65.....	65	65	65	65	65
Germantown (do.).....	106	106	106	106	106
Green and Coates (do.).....	39½	39½	39½	39½	39½
Lombard & 8th. (do.).....	106	106	106	106	106
2d and 3d streets (do.).....	106	106	106	106	106
Spruce and Pine (do.).....	106	106	106	27	27
13th and 15th sts (do.).....	106	106	106	37	37

### Baltimore Stock Exchange.

*Closing Prices for the week ending Nov. 6*

	W. 31. Th 1.	F. 2.	Sn. 3.	M. 5.	Tu. 6.
Baltimore and Ohio	103				
6s, 1880.....	103			104	
6s, 1885.....					103
Central Ohio					
1st mortgage.....	100				100
Marietta & Cincinnati					
1st mortgage, 7s.....	90	90	91		
2d mortgage, 7s.....				45	
3d mortgage, 8s.....					45
Northern Central					
2d mortgage, 6s 1885.....					
3d mortgage, 6s, 1900.....					
6s, 1900, Gold.....	94		94		94
Orange and Alex. 1st					
2d mortgage, 6s.....					
3d mortgage, 8s.....					
4th mortgage, 8s.....					
O., Alex. & Manassas 7s		69	69	66	
Pittab. & Connellsv. 7s	99	99			100
Virginia 6s, Consol.....	60	61	61	60	61
Consol. Coupons.....	83		83		81
Deferred Certificates.....					
Western Maryland.....					
1st M., end. by Balt.....					
2d M., do.....					
3d M., do.....					
1st M., unendorsed.....					
2d M., end. Wash. Co.....					
2d Mort., preferred.....					
City Passenger R. R.....					



## New York Stock Exchange.

Closing Prices for the week ending Nov. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
Adams Express.....	98	98	98	98	98	98
Albany and Susq.....	95	95	95	95	95	95
1st mortgage.....	109	109	109	109	109	109
2d mortgage.....	109	109	109	109	109	109
American Express.....	53	53	53	53	53	53
Am. Dock and Imp. 7s.....	22	22	22	22	22	22
Atlantic & Pacific Tel. 20.....	22	22	22	22	22	22
Bost., Hart. & Erie 1st.....	59	59	59	59	59	59
Burl., C. R. & Nor. 1st.....	69	69	69	69	69	69
Central of N. Jersey.....	14	14	14	14	14	14
1st mortgage, new.....	110	110	110	110	110	110
7s, consolidated.....	68	68	68	68	68	68
7s, convertible.....	68	68	68	68	68	68
Central Pacific 6s, gold 107.....	107	107	107	107	107	107
1st M. (San Joaquin) 85.....	85	85	85	85	85	85
1st M. (Cal. and Or.) 87.....	87	87	87	87	87	87
Land grant 6s.....	78	78	78	78	78	78
Chicago and Alton.....	78	78	78	78	78	78
Preferred.....	103	103	103	103	103	103
1st mortgage.....	114	114	114	114	114	114
Sinking Fund.....	115	115	115	115	115	115
Income bonds.....	103	103	103	103	103	103
Chic. Burl. & Quincy.....	102	102	102	102	102	102
7s Consol. 1908.....	111	111	111	111	111	111
8s, 1893.....	111	111	111	111	111	111
Chic. & Milwaukee 1st.....	34	34	34	34	34	34
Chic., Mil. and St. Paul 34.....	34	34	34	34	34	34
Preferred.....	68	68	68	68	68	68
1st mortgage, 8s.....	68	68	68	68	68	68
2d mortgage, 7 1/2-10s.....	68	68	68	68	68	68
7s, gold.....	103	103	103	103	103	103
1st M. (La Crosse div.) 103.....	103	103	103	103	103	103
1st M. (I. and M. div.) 94.....	94	94	94	94	94	94
1st M. (I. and D. div.).....	101	101	101	101	101	101
1st M. (C. & M. div.) 106.....	106	106	106	106	106	106
Consolidated S. F. 91.....	91	91	91	91	91	91
Chic. & Northwestern 36.....	36	36	36	36	36	36
Preferred.....	65	65	65	65	65	65
1st mortgage.....	107	107	107	107	107	107
Sinking Fund.....	109	109	109	109	109	109
Consolidated 7s.....	106	106	106	106	106	106
Consol. Gold bonds.....	93	93	93	93	93	93
Do. reg.....	93	93	93	93	93	93
Chic. Rock Isl. & Pac. 101.....	101	101	101	101	101	101
7s, 1896.....	107	107	107	107	107	107
6s, S. F.....	105	105	105	105	105	105
6s, 1917.....	107	107	107	107	107	107
Olev., Col., C. and Ind. 40.....	41	42	42	42	40	40
1st mortgage.....	78	78	78	78	78	78
Olev. & Pittsburg guar. 77.....	78	78	78	78	78	78
7s, Consolidated.....	105	105	105	105	105	105
4th mortgage.....	105	105	105	105	105	105
Olev., P. and Ash. 7s.....	105	105	105	105	105	105
7s, new.....	4	4	4	4	4	4
Col., Chi., & Ind. Cent 4.....	4	4	4	4	4	4
1st mortgage.....	40	40	40	40	40	40
2d mortgage.....	40	40	40	40	40	40
Del. & Hudson Canal. 46.....	46	46	46	46	46	46
Reg. 7s, 1891.....	101	101	101	101	101	101
Reg. 7s, 1894.....	99	99	99	99	99	99
7s, 1894.....	99	99	99	99	99	99
Del., Lack. & Western. 60.....	60	60	60	60	60	60
2d mortgage 7s.....	105	105	105	105	105	105
7s, Convertible.....	104	104	104	104	104	104
Det., Mon. & Tol. 1st.....	74	74	74	74	74	74
Et. of Columbia 3-6s.....	12	12	12	12	12	12
Erie Railway.....	12	12	12	12	12	12
Preferred.....	105	105	105	105	105	105
1st mortgage.....	105	105	105	105	105	105
2d mortgage.....	105	105	105	105	105	105
3d mortgage.....	105	105	105	105	105	105
4th mortgage.....	101	101	101	101	101	101
5th mortgage.....	104	104	104	104	104	104
Great Western 1st mort 91c.....	91	91	91	91	91	91
2d mortgage.....	63	63	63	63	63	63
Hannibal & St. Joseph 12.....	12	12	12	12	12	12
Preferred.....	28	28	28	28	28	28
8s, Convertible.....	83	83	83	83	83	83
Hudson River 2d mort.....	75	75	75	75	75	75
Illinois Central.....	74	74	74	74	74	74
Kansas Pacific 1st mort.....	68	68	68	68	68	68
Lake Shore & Mich. So. 68.....	68	68	68	68	68	68
Consol. 7s.....	109	109	109	109	109	109
Consol. 7s, reg.....	107	107	107	107	107	107
2d Consolidated.....	98	98	98	98	98	98
Lake Shore Div. bonds 106.....	106	106	106	106	106	106
Loh. & W.B. 7s, Con. 33.....	33	33	33	33	33	33
Long Dock bonds.....	108	108	108	108	108	108
L'ville & Nash. 7s Cons.....	64	64	64	64	64	64
Michigan Central.....	64	64	64	64	64	64
7s, 1902.....	104	104	104	104	104	104
8s, 1892.....	110	110	110	110	110	110
M. S. and N. I. 1st, S. F.....	105	105	105	105	105	105
2d mortgage.....	75	75	75	75	75	75
Morris and Essex.....	114	114	114	114	114	114
1st mortgage.....	105	105	105	105	105	105
2d mortgage.....	105	105	105	105	105	105
7s, 1871.....	107	107	107	107	107	107
7s, Convertible.....	107	107	107	107	107	107
7s, Consolidated.....	107	107	107	107	107	107
N. Y. Cent. & Hud. Riv 108.....	108	108	108	108	108	108
7s, Sinking fund, 1876.....	105	105	105	105	105	105
6s, Sinking fund, 1883.....	105	105	105	105	105	105
6s, Sinking fund, 1887.....	105	105	105	105	105	105
1st mortgage.....	143	143	143	143	143	143
1st mortgage, reg.....	143	143	143	143	143	143
Preferred.....	110	110	110	110	110	110
1st mortgage.....	110	110	110	110	110	110
1st mortgage, reg.....	110	110	110	110	110	110

## New York Stock Exchange.

Closing Prices for the week ending Nov. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
New Jersey.....	119	119	119	119	119	119
N. Y., N. Haven & Hart 154.....	154	154	154	154	154	154
North Missouri 1st M. 101.....	101	101	101	101	101	101
Ohio and Mississippi 9.....	9	9	9	9	9	9
Preferred.....	53	53	53	53	53	53
2d mortgage.....	53	53	53	53	53	53
Consolidated 7s.....	94	94	94	94	94	94
Consol. Sinking fund.....	23	23	23	23	23	23
Pacific Mail S. S. Co. 23.....	23	23	23	23	23	23
Pacific R. R. of Mo. 2.....	2	2	2	2	2	2
1st mortgage.....	97	97	97	97	97	97
2d mortgage.....	97	97	97	97	97	97
Panama.....	89	89	89	89	89	89
Pitts., Ft. W. & Chi. 9c.....	90	90	90	90	90	90
1st mortgage.....	118	118	118	118	118	118
2d mortgage.....	113	113	113	113	113	113
3d mortgage.....	113	113	113	113	113	113
Quicksilver Mining Co. 17.....	17	17	17	17	17	17
Preferred.....	36	36	36	36	36	36
St. L., Alton and T. H.....	16	16	16	16	16	16
Preferred.....	16	16	16	16	16	16
1st mortgage.....	66	66	66	66	66	66
2d mort. preferred.....	7	7	7	7	7	7
Income bonds.....	66	66	66	66	66	66
St. L., Iron Mt. & S'thn.....	7	7	7	7	7	7
1st mortgage.....	69	69	69	69	69	69
2d mortgage.....	69	69	69	69	69	69
St. L., Jack. & Chi. 1st.....	4	4	4	4	4	4
St. L., Kan. City & N. 4.....	4	4	4	4	4	4
Preferred.....	24	24	24	24	24	24
Tol., P. & W. R. 1st E.D.....	24	24	24	24	24	24
1st mort., West. Div.....	24	24	24	24	24	24
Tol., Wab. & Western.....	24	24	24	24	24	24
Preferred.....	24	24	24	24	24	24
1st mortgage.....	85	85	85	85	85	85
2d mortgage.....	85	85	85	85	85	85
7s, Consolidated.....	73	73	73	73	73	73
St. Louis Division.....	73	73	73	73	73	73
Union Pacific.....	67	67	67	67	67	67
1st mortgage.....	106	106	106	106	106	106
Land Grant 7s.....	103	103	103	103	103	103
Sinking Fund 8s.....	94	94	94	94	94	94
United States Express. 44.....	45	45	45	45	45	45
Wells-Fargo Express. 86.....	86	86	86	86	86	86
Western Pacific bonds.....	101	101	101	101	101	101
Western Union Tel.....	80	80	80	80	80	80
7s, S. F. conv., 1900.....	80	80	80	80	80	80

## Boston Stock Exchange.

Closing Prices for the week ending Nov. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
Atch., Top. and Sap. Fe.....	87	87	87	87	87	87
1st mortgage.....	48	48	48	48	48	48
2d mortgage.....	48	48	48	48	48	48
Land Grant 7s.....	50	79	79	79	79	79
Income 12s.....	100	100	100	100	100	100
Boston and Albany.....	121	121	121	121	121	121
7s, reg.....	106	106	106	106	106	106
6s, 1896.....	106	106	106	106	106	106
Boston and Lowell.....	67	67	67	67	67	67
7s.....	93	93	93	93	93	93
Boston and Maine.....	92	93	93	93	93	93
Boston and Providence.....	119	119	119	119	119	119
Boston, Hart. & Erie 7s 11.....	11	11	11	11	11	11
Boston Water Power.....	2	2	2	2	2	2
Burl. & Mo. R. L. G. 7s.....	109	109	109	109	109	109
Burl. & Mo. R. in Feb. 43.....	43	43	43	43	43	43
8s, old.....	107	107	107	107	107	107
8s, new.....	107	107	107	107	107	107
Chi., Burl. and Quincy.....	102	102	102	102	102	102
7s.....	108	108	108	108	108	108
6s, new.....	108	108	108	108	108	108
Cin., Sand. and Clev... 1.....	1	1	1	1	1	1
Concord (\$50).....	108	108	108	108	108	108
Connecticut River.....	4	4	4	4	4	4
Eastern.....	3	3	3	3	3	3
Script.....	53	53	53	53	53	53
New 3/4 Bonds.....	50	50	50	50	50	50
Fitchburg.....	109	109	109	109	109	109
Ind., Cin. & Lafayette.....	109	109	109	109	109	109
Kan. C. Top. & West.....	109	109	109	109	109	109
1st mortgage.....	80	80	80	80	80	80
Michigan Central.....	63	63	63	63	63	63
Nashua and Lowell.....	63	63	63	63	63	63
Northern, N. H.....	75	75	75	75	75	75
Norwich & Worcester.....	128	128	128	128	128	128
Ogden & Lake Champ.....	31	32	32	32	32	32
Preferred.....	91	91	91	91	91	91
Old Colony.....	98	98	97	97	97	97
7s.....	106	106	106	106	106	106
Ph., Wil. & Balt. (\$50). 1.....	61	61	61	61	61	61
Port'd, Saco & Ports.....	109	109	109	109	109	109
Pueblo & Ark. Val.....	109	109	109	109	109	109
7s.....	106	106	106	106	106	106
Pullman Palace Car.....	67	67	67	67	67	67
Union Pacific.....	67	67	67	67	67	67
6s.....	104	104	104	104	104	104
Land Grant 7s.....	104	104	104	104	104	104
Sinking Fund 8s.....	92	92	92	92	92	92
Vermont and Canada.....	20	20	21	21	21	21
Vermont and Mass.....	108	108	108	108	108	108
Worcester and Nashua. 46.....	108	108	108	108	108	108
Cambridge (Horse).....	108	108	108	108	108	108
Metropolitan ( " ).....	59	59	59	59	59	59
Middlesex ( " ).....	108	108	108	108	108	108
Central Mining Co.....	108	108	108	108	108	108
Calumet and Hecla.....	175	175	175	175	175	175
Copper Falls.....	108	108	108	108	108	108
Franklin.....	108	108	108	108	108	108
Quincy.....	108	108	108	108	108	108

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency, \$17,317,028; special deposit of legal tenders for the redemption of certificates of deposit, \$38,390,000; Coin, \$182,852,829, including of Coin certificates, \$34,376,100.

The outstanding amount of legal tender notes is \$354,490,892. The National bank circulation is now \$317,567,111 of currency notes and \$1,432,120 of national gold bank notes. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$4,092,000.

Though not remarkably active, Government securities have been in fair request, chiefly on investment account, and values have been fairly supported, on quite moderate offerings of the favorite issues. At the close on Wednesday the current quotations were as follows:

United States currency sixes, 121½@122; do. 6s, 1881, registered, 110¼@110½; do. coupon, 110½@110¾; do. 1885, new, registered, 105¾@106; do. coupon, 105¾@106; do. 1887, registered, 108¾@108¾; do. coupon, 108¾@108¾; do. 1888, registered, 110@110½; do. coupon, 110½@110½; do. ten-forties, registered, 107¾@108; do. coupon, 108¼@108½; do. five per cents, 1881, registered, 106¾@106¾; do. coupon, 106¾@106¾; do. 4½ per cents, 1891, registered, 105¼@105¾; do. coupon, 105¼@105¾; do. 4 per cents, 1907, reg., 102¼@102¾; do. coupon, 102¾@102¾; Central Pacific Gold Bonds, 106½@106¾.

The amount of U. S. bonds held by the Treasurer of the United States as security for the National Bank circulation is \$348,811,900, and \$14,945,500 as security for public deposits.

State Bonds have been quoted generally stronger in price, and have been in rather better request, especially in the instances of the more popular loans, which have been offered with reserve. The favorites of the Railway Mortgage loans have been moderately active, and as a rule quoted stronger. And in the line of Railway and Miscellaneous share property the business of the week has been on a restricted scale, and the fluctuations in price have been frequent, and, in instances, quite sharp, the market leaving off rather tamely and irregularly.

Gold has shown little animation and has been without important change as to price. Speculative dealings have been comparatively light. At the close the market ruled somewhat stronger though not active. The extremes of the price during the week have been 102¾@102¾, closing on Wednesday at 102¾, as against 102¾ on Wednesday of the preceding week. Reports and rumors from Washington, relative to the probable course of legislation, on financial issues, have had thus far, slight influence on the general market. The specie outflow last week was only \$261,657, making the total exports of specie hence since January 1, \$24,053,763, against \$41,681,754 the same time in the preceding year. The imports of specie at this port last week were \$31,550, and since January 1st have been \$12,513,729 as against \$8,532,648 same time last year. The Customs demand for gold last week reached \$1,503,104 or an average of \$250,517 per day.

Foreign Exchange has been in moderate request

and quoted weak in price, influenced, in part, by the extensive produce exports and resulting liberal supply of produce bills. Bankers' sixty day bills on London closed on Wednesday at \$4 80@ \$4 80½; sight bills on London at \$4 84@ \$4 84½ to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$5,632,816 as against the very moderate amount of \$7,550,080 the corresponding week of 1876. The week's import entries of Foreign Merchandise at New York included \$854,391 of Dry Goods, and \$4,778,425, of General Merchandise. The week's export of Domestic Produce and Miscellaneous Goods from this port were to the value of \$6,089,004, against \$4,583,349 same week in 1876. Included in the exports of the week were nearly 2½ million bushels Wheat.

The income of the Government from internal revenues last week was about 2¼ millions, and from Customs last week again about two millions.

The public debt statement for November 1, showed a liquidation, in October, of \$4,236,554.

The dealings in the leading kinds of domestic produce have been quite extensive, notably so in Breadstuffs, prices of which, after opening heavily, left off in favor of sellers, influenced in part by the more favorable tenor of the foreign advices. Provisions, Petroleum and Naval Stores have been quoted weaker. Cotton firmer, and toward the close brisker. Foreign merchandise has been quiet and quoted rather easier in price.

There has been recently a somewhat tamer movement in Metals, especially in Pig Iron, and new Rails, with prices, showing less firmness. Eglington Pig Iron quoted at \$24@ \$24 50; Gleggarnock \$24 75@ \$25; Coltness \$26 50@ \$27; No. 1 American Pig at \$19@ \$20; No. 2 do. at \$17 50@ \$18 50. Forge \$16 @ \$17; American Rails at works \$34@ \$38. Old Rails \$18 @ \$19. Wrought Scrap \$22@ \$23. Steel Rails, on the basis of \$45 @ \$47. Ingot Copper quiet on the basis of 17¾@ 17¾ for early delivery.

Hardware, Boots and Shoes and Dry Goods have been moderately sought after and have been quoted generally easier as to values, though in the instance of more important kinds of stock the changes have not been of much importance.

Ocean freights have been less active and quoted generally lower. Liverpool steamer rates at the close for Grain, quoted at 8@8½d. Provisions, 35s. @45s.; Leather, 65s.@70s. Measurement Goods at 20s.@27s. 6d. per ton; Cotton, 5-16d. @ 11-32d. per lb. Liverpool, by sail. Cotton, 1d @9-32d. Grain, at 8d.; Measurement Goods 15s.@20s.; Tobacco 25s..@30s.; Grain rates on charter hence for Cork and orders left off at 6s. 6d.@7s.; for the Continent at 6s. 7½@7s. 8d.; and from Baltimore for Cork and orders, 7s., and from Philadelphia at 6s. 9d.@7s. per quarter. Refined Petroleum hence for Cork and orders, 4s. 4½d.@5s.; for the Continent, 4s. 4d.@4s. 6d. per bbl.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Canada Southern 1st mort. with int. coupon, 58; Memphis and Charleston 1st mort., 86; Rensselaer and Saratoga 1st mort., 111½; Buffalo and Erie 7s, new, 107; Louisiana and Missouri 1st mort., 83; Chesapeake and Ohio R.

R. 1st mort. coupon on, 29¼; Toledo and Wabash Equip. bonds, 13; Jefferson R. R. 1st mort., 80; East Tenn., Virginia and Georgia 1st mort., 92; Kansas Pacific R. R., 8¾; do. In. No. 16, 5; New Jersey Southern R. R., 1½; Dubuque and Sioux City R. R., 60; Wabash Receipts, 15½; Missouri, Kansas and Texas R. R., 5; Ontario Silver Mining, 24½; Tennessee 6s, old, 46; do. new, 45½; do. new series, 45; Georgia 7s, new, 107; North Carolina 6s, special tax, 2; Missouri 6s, long bonds, 107; Louisiana 7s, consol., 86; South Carolina 6s, new, Jan. and July, 80¼. The latest quotations are: Adams Exp., 98¼@99½; American Exp., 52½@53½; Atlantic and Pacific Telegraph, 23@23½; Central Railroad of New Jersey, 14½@14¾; Chicago, Burlington and Quincy, 103¾@—; Chicago and Alton, 78@—; do. pref., 102@—; Chicago and Northwestern, 33¾@34; do. pref., 64½@64¾; Chicago, Milwaukee and St. Paul, 32¾@32¾; do. pref., 67¼@67½; Chicago, Rock Island and Pacific, 101@101½; Cleveland, Columbus, Cincinnati and Indianapolis, 40@—; Cleveland and Pittsburgh, 79@80; Columbus, Chicago and Indiana Central, 3¾@4¼; Delaware and Hudson Canal, 45½@45½; Delaware, Lackawanna and Western, 49¼@50; Erie, 11½@11¾; do. pref., —@22; Hannibal and St. Joseph 12½@12½; do. pref., 27@28½; Illinois Central, 73½@73¾; Lake Shore and Michigan Southern, 67½@67¾; Michigan Central, 62¾@62¾; Morris and Essex, 75@76; N. Y. Central and Hudson River 106½@106¾; New York and Harlem, 145@145½; Ohio and Miss., 8¾@8¾; Pacific Mail, 23 @23½; Panama, —@127½; Pittsburgh, Ft. Wayne and Chicago, 91@92; Quicksilver, 17@18; do. pref., 35@36; St. Louis, Iron Mountain, and Southern, 7@—; St. Louis, Kansas City, and Northern 4¾@—; do. pref., 24½@—; Union Pacific, 67½@67¾; U. S. Express, 45@47; Wells-Fargo Express, 86¾@89; Western Union Telegraph, 79¼@79¾; Wabash, 15¼@15½.

Philadelphia.—Stenbenville and Indiana 1st mort. 6s, 85; Philadelphia and Reading C. and I. mort. 7s, 63; Shamokin Valley and Pottsville 7s, 95; Philadelphia and Reading R. R. scrip, 60; Oil Creek 1st mort., 89; Am S. S. Co. 6s, 75; Pennsylvania Canal 7s, 62½; Susq. Coal 6s, 70; Harrisburg and Lancaster R. R. 6s, 195½; Nesquehoning Valley R. R., 46; Empire Transp., 50½; Central Transp., 80; Cincinnati 7.30s, 101. The latest quotations are: City 6s, 105¼@—; do. free of tax, 112½@113; Pennsylvania State 6s, 2d series, 103¼@103¾; do. 3d series, 111@112; do. 5s, new loan 107½@108¼; Philadelphia and Reading, 15½@15¾; do. Gen'l mort. 7s, coup., 101@102; do. reg., 101@102; do. mort. 6s, 1880, 104½@—; do. 7s, new conv. 57@59; do. 7s, 1893, 109@—; United New Jersey R. R. and Canal Co., 120 @121½; Pittsburgh, Titusville and Buffalo R. R., 9½@9¼; do. 7s, 56¾@57½; Camden and Amboy mort. 6s, 1889, 105@108; Pennsylvania R. R., 30½@30¾; do. 1st mort., 106@106; do. gen'l mort. coupon, 106¾@107; do. reg., 104@—; do. consol. mort. 6s, reg., 93@—; Little Schuylkill R. R., 38@40; Morris Canal, 48@—; do. pref., 116 @—; Susq. Canal, —@6; do. 6s, —@40; Schuylkill Nav., —@5; do. pref., 7@8½; do. 6s, 1882, 62@69; do. 1872, 91@92; Elmira and Williamsport pref., 38@41; do. 7s, 102¾@105; do. 5s, 60@—; Lehigh Coal and Navigation, 17@17¾; do. 6s,



1884, 103@104; do. R. K. loan 102@103; do. Gold Loan, 87@87½; North Pennsylvania, 36@39; do. 6s, 106½@107¼; do. 7s, 109¼@110¼; do. Gen'l mort. 7s, reg., 106@107; Philadelphia and Erie, 9@9¾; do. 6s, 101@102½; do. 7s, 97@99; Minehill, 46½@47½; Catawissa 6½@9; do. pref., 33@—; do. new pref., 30@31½; do. 7s, 1900, 102½@103¾; Lehigh Valley, 38½@39; do. 6s, new coupon, 109@110; do. reg., 110@111; do. 7s, reg., 112@113¼; do. consol. mort., 97@98; Fifth and Sixth streets (horse), 68@—; Second and Third, 68½@70; Thirteenth and Fifteenth, 27@39; Spruce and Pine, 26@27½; Green and Coates, 38@40; Chestnut and Walnut, 65@66; Hes tonville, 12¼@12¾; Germantown, —@50; Union, 68@76; Lombard and South, 12@16; Ridge Avenue 47@—.

**Baltimore.**—Virginia and Tennessee 8s, 87; Chesapeake and Ohio Canal 6s, 69; Norfolk and Petersburg 1st mort. 7s, 82½; Virginia Peelers, 42¾; Central Ohio pref., 38; Baltimore City 6s, 1890, 112½; do. 1900, 112½; do. 1900, new, 112; do. 1902, new, 113; do. 6s, new, 101¾; Norfolk Water 8s, 109¼; Cincinnati 7.30s, May and Nov. ex int., 102; Atlantic Coal, 1.40. The latest quotations are: Cincinnati and Baltimore, 7s, —@98; Wilmington and Weldon 7s, —@105½; Wilmington, Columbia and Augusta 7s, 23@—; Richmond and Danville 1st mort., 73@76; Pittsburgh and Connellsville 7s, 1898, 99½@101; Baltimore and Ohio, 100@102½, ex div.; do. 1st pref., 100½@101¼; do. 2d pref., —@99; do. 6s, 1880, 104@104¼; do. 1885, 103¼@104; Northern Central, 16@16; do. 6s, 1885, 102½@105; do. 6s, 1900, 101@—; do. 6s, 1900, gold, 94¾@95; Marietta and Cincinnati 1st mort. 7s, 1892, 91@93; do. 2d mort. 7s, 45½@46; do. 3d mort. 8s, 19½@20; Central Ohio, 25@—; do. pref. 38@40; do. 1st mort., 99½@100; Western Maryland 1st mort. 6s, 1890, 98½@—; do. 1st mort. guar., 109@—; do. 2d mort. guar., 109@—; do. 3d mort. guar., 110@112; do. 2d mort. pref., 75@81; do. 2d mort. guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, 85@90; do. 3d mort. 8s, 87@88; Orange and Alexandria 1st mort. 6s, —@90; do. 2d mort. 6s, 66@—; do. 3d mort. 8s, 35@50; do. 4th mort. 16@25; Orange, Alex. and Manassas 7s, 69@70; Baltimore 6s, 1884, 109½@—; do. 1886, 112@112½; do. 1886, new, 110@112; do. 1890, 112¼@112¾; do. 1900, 112@112½; do. 1900, new, 112@112½; do. 1902, 113@—; do. 1902, new, 112½@113; do. 6s, exempt, 115@—; do. 1893, 111¼@111½; do. 1893, new, 111@—; do. 5s, qrl., 100@—; do. 5s, new, 101½@101¾; Maryland Defense 6s, 1883, 111@112; do. 6s, Asylum, —@115; do. 6s, exempt, —@113½; do. 5s, 95@—; Virginia consol. 6s, 61½@61½; do. 2d series, 43@43½; Virginia Consol. coupons, 82½@83¼; West Virginia def. certif. 6¾@5½; Baltimore City Passenger R. R., 33@33¾; Baltimore and Catonsville R. R., 14@16; George's Creek Coal, 96½@—; Atlantic Coal, 1.35@1.50; Canton Co., —@28; do. gold 6s, 85@90; Santa Clara, —@10½; do. bonds, 25@—; Northern Pacific 7.30s, 17@18.

**Boston.**—Kansas City, Topeka and Council Bluffs, 7s, 71; Jackson, Lansing and Saginaw 8s, 1861, 69¾; Atchison, Topeka and Santa Fe scrip, 48; Vermont Central and Vermont and Canada 8s, 85½; Old Colony 6s, 102½; Vermont and

Massachusetts 6s, 1883, 103¾; Michigan Central (Air Line) 8s, 1890, 95; Boston and Lowell 7s, 1895, 107¾; Metropolitan R. R. 7s, 1884, 107¾; Cheshire R. R. 6s, 1896, 97½; Boston and Maine 7s, 1894, 110¼; Cheshire R. R. pref., 35; Conn. and Pas. Rivers R. R. pref., 48½; Union Stock Yard Co., Chicago, 147; New Hampshire 6s, 1905, 112; Hartford 6s, 1879, 100½; Minneapolis 8s, 1894, 107; St. Louis City 6s, 1887, 103½; Cook Co., Ills., 7s, 1880, 102; do. 1892, 107¾; Cleveland 6s, 1897, 106; Boston 5s, 1878, gold, 101½; do. 1884, 103½; Duncan Silver Mining Co., 1½; International, 27½c.

#### Atchison, Topeka and Santa Fe Railroad.

The earnings of the Atchison, Topeka and Santa Fe Railroad for the month of September, 1877, were \$275,042, the expenses \$103,640, and the net earnings \$171,402; for the month of September, 1876, the earnings were \$265,593, the expenses \$104,699, and the net earnings \$160,894. For the nine months ending September 30, 1877, the earnings were \$1,754,527, the expenses \$918,969, and the net earnings \$835,458; for the nine months ending September 30, 1876, the earnings were \$1,758,385, the expenses \$862,736, and the net earnings \$895,649. Number of miles operated in September, 1877, 741; do. in 1876, 711; average number of miles operated during the first nine months of 1877, 717.67; do. 1876, 692.

#### Erie Railway.

A decree of foreclosure and sale of the property, rights, franchises, etc., of the Erie Railway Company has been granted by Judge Donohue, in Supreme Court, Chambers. The decree was granted in the suit of the Farmers' Loan and Trust Company against the Erie Railway Company and others, that being one of the two suits in which the Receiver's appointment was made about two years ago. The first sets forth the mortgages now on the company's property. These include what are known as the "old mortgages" on the Erie Railway proper, and in amount are as follows: First mortgage, \$2,482,000; second, \$2,174,000; third, \$4,852,000; fourth, \$2,937,000, and fifth, \$709,500. The new mortgages are as follows: The sixth, made to the Farmers' Loan and Trust Company on Sept. 1, 1870, \$16,656,000, on which also \$2,573,245 of interest is due; and seventh, containing two parts, one for \$10,000,000 and the other for \$15,000,000, on which \$1,893,020 80 and \$2,855,312 50 of interest became due, respectively, on the 1st inst. The amount due by the Erie Railway Company on these accounts amounts to \$62,167,078 30.

The decree then recites the other suits which were brought by the Farmers' Loan and Trust Company in New Jersey and Pennsylvania, where the Erie Company has property, in aid of the suit in the Supreme Court here. These suits are now pending. A recital is then made to the effect that the bondholders of the Erie Company have appointed agents to form a new company under the laws of this State. To this new company, when organized, the decree authorizes the sale of the present company's effects to be made, provided the new corporation is the highest bidder. The decree also authorizes the transfer of a bid to the proposed new company, as well as the assigning of executory contracts. George Ticknor Curtis is appointed the Referee to sell the company's property. The Farmers' Loan and Trust Company is permitted to abandon and disclaim leasehold estates and interests on notice to the Referee. The sale of the property is to take place in this City, and is to be for cash. The property is to be sold subject to the Receiver's contracts. Ex-Judge

James C. Spencer is to audit and pass upon the accounts of the Receiver of the Erie Railway, and the amount which may be found due to the Receiver, upon the accounting, is to be a lien on the property. In case a new company is formed by the bondholders, the Receiver may, by arrangement with the latter, take bonds and coupons for their face value, or pro rata, for the amounts found due him. The sale of the property need not be had until after the suits in the other States have been brought to judgment.

#### Vermont Central and Vermont and Canada Railroads.

The Boston Journal says that there is a general feeling of disappointment in that city among the holders of the bonds of the Vermont Central and Vermont and Canada Railroads. It was confidently anticipated that the permission to carry out the plan brought forward by the receivers would receive official sanction. The effect of the decision is interpreted differently by those having varied interests in these roads. No one pretends to decide what may be the possible effect upon the property, for it is not yet certain that a sale of the property virtually as now proposed may not be reached legally by adopting some other course. The court decides that as proposed to accomplish this end, the way sought was not the proper one.

The following contracts have been awarded by the Trustees of the New York and Brooklyn Bridge Company: to Pierce, Rowe & Co., of Frankfort, Me., for pier, pilaster, and jamb stones, abutment pier stones, arch, face, or ring stones for main and side arches, and parapet stones, at a total cost of \$290,631 30; to the Collins Granite Company, of East Philadelphia, (quarry, Blue Hill, Me.,) the six cut work, at a cost of \$222,975; to the Bodwell Granite Company, of Rockland, Me., rough-pointed base stone, rock-faced work, and bond stone, at a total cost of \$155,548 60; total amount of contracts awarded, \$669,154 90.

At the annual meeting of the stockholders of the Hannibal and St. Joseph Railroad Company, held at Hannibal, Mo., on the 5th inst., the following gentlemen were elected directors for the ensuing year: William Doud, W. B. Bliss, W. B. Leonard, M. P. Bush, J. M. Hartshorne, A. W. Greenleaf, Gen. Horace Porter, H. H. Cook, and Julius Hall Gasten.

The earnings of the Columbus, Chicago and Indiana Central Railroad for the year ending May 31, 1877, as reported by the Pittsburg, Cincinnati and St. Louis Railway Company, lessee, were \$3,375,669; expenses, \$3,094,247—net profit on year's operations, \$281,422—being .0851 per cent of the gross earnings.

The estimated earnings of the Atchison, Topeka and Santa Fe Railroad for the month of October, 1877, were \$340,000, against \$297,000 for the month of October, 1876, an increase of \$43,000.

The earnings of the North Pacific Coast Railroad for the five months ending September 30th aggregated \$186,039 66, and the expenses were \$110,437 25, leaving a balance of net earnings of \$74,602 44.

Hon. John Scott, of Pittsburgh, has been appointed general solicitor of the Pennsylvania Railroad in place of Mr. W. J. Howard, resigned.

**Imports of Dry Goods at New York.**

The imports of foreign dry goods at New York for the month of October, were:

ENTERED FOR CONSUMPTION.		
	1876.	1877.
Manufactures of wool...	\$1,072,571	\$699,271
" cotton...	612,390	538,462
" silk....	1,443,464	907,314
" flax....	554,859	563,864
Miscellaneous dry goods.	403,613	423,180
Total.....	\$4,086,897	\$3,102,091

**WITHDRAWN FROM WAREHOUSE.**

	1876.	1877.
Manufactures of wool...	\$689,543	\$657,180
" cotton...	193,206	169,087
" silk....	300,881	385,086
" flax....	257,477	271,834
Miscellaneous dry goods.	131,260	105,051
Total.....	\$1,522,367	\$1,588,188
Add entered for consump.	4,086,897	3,162,091

Thrown upon market.... \$6,609,264 \$4,690,229

**ENTERED FOR WAREHOUSING.**

	1876.	1877.
Manufactures of wool...	\$434,624	\$472,483
" cotton...	168,950	135,061
" silk....	363,236	299,032
" flax....	215,159	238,231
Miscellaneous dry goods.	58,511	105,492
Total.....	\$1,240,480	\$1,250,299
Add entered for consump.	4,086,897	3,102,091

Total entered at the port. \$5,327,377 \$4,352,390

The imports of foreign dry goods at New York for ten months from January 1, were:

ENTERED FOR CONSUMPTION.		
	1876.	1877.
Manufactures of wool....	\$12,003,999	\$11,189,867
" cotton....	10,889,725	11,326,007
" silk....	15,330,827	16,000,784
" flax....	6,517,853	7,684,411
Miscellaneous dry goods.	5,044,565	4,912,596
Total.....	\$49,786,969	\$51,113,665

**WITHDRAWN FROM WAREHOUSE.**

	1876.	1877.
Manufactures of wool....	\$8,126,660	\$6,690,804
" cotton....	4,134,939	3,238,277
" silk....	4,682,389	4,449,259
" flax....	4,193,189	3,494,083
Miscellaneous dry goods.	1,275,705	1,179,531
Total.....	\$22,412,882	\$19,051,954
Add entered for consump.	49,786,969	51,113,665

Total thrown on the market..... \$72,199,851 \$70,165,619

**ENTERED FOR WAREHOUSING.**

	1876.	1877.
Manufactures of wool....	\$7,627,849	\$6,479,136
" cotton....	3,672,080	3,035,343
" silk....	4,726,435	3,967,562
" flax....	3,676,671	3,340,730
Miscellaneous dry goods.	1,180,542	1,225,538
Total entered warehouse.	\$20,883,577	\$18,078,809
Add entered for consump.	49,786,969	51,113,665

Total entered at port ..\$70,670,546 \$69,191,974

At a meeting of the stockholders of the Danbury and Norwalk Railroad Company, held at Danbury, Conn., on the 25th ult., the following directors were elected: R. P. Flower, J. W. Hyatt, H. H. Hollister, Orrin Benedict, E. S. Tweedy, Wm. C. Street, L. P. Hoyt, D. P. Nichols and A. S. Hurlburt. R. P. Flower was elected President, James W. Hyatt Vice President, Harvey Williams Secretary and Treasurer, and L. W. Sandiforth, Superintendent.

**St. Paul and Pacific Railroad.**

It has long been an object to complete the St. Paul and Pacific Railroad to its connections with the Northern Pacific. The road is principally owned by Holland capitalists. For some time they hesitated to extend it beyond Breckenridge, but the extension has just been completed to Glyndon, 22 miles, from where it connects with the Northern Pacific and the Pembina line, 76 miles of which is already completed. The St. Paul and Pacific has a valuable land grant, and to secure that was one object of the recent completion. A branch from Brainerd on the Northern Pacific to Sauk Rapids, 65 miles south, has also been completed. At Sauk Rapids it connects with the St. Paul and Pacific line. Thus 87 miles have been completed as virtual extensions of the St. Paul and Pacific Railroad.

**Statement of the Public Debt of the United States, November 1, 1877.**

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1853.....	\$269,000 00	\$4,233 33
5 per cent. 1881 bonds, 1881..	15,415,000 00	368,360 00
5 per cent. 1881 bonds, (Oregon), 1881.....	945,000 00	18,900 00
5 per cent. 1881 bonds, 1881..	189,321,350 00	3,786,427 00
5 per cent. 1881 bonds, 1883..	76,000,000 00	1,500,000 00
5 per cent. 10-40 bonds, 1864..	194,566,300 00	1,521,385 84
5 per cent. consols, 1865.....	127,011,800 00	2,540,236 00
5 per cent. consols, 1867.....	310,618,400 00	6,212,368 00
5 per cent. consols, 1868.....	37,456,300 00	749,306 00
5 per cent. funded loan of 1881	608,440,350 00	6,355,504 37
4 1/2 per ct. funded loan of 1891	200,000,000 00	1,500,000 00
4 per ct. funded loan of 1907.	50,000,000 00	183,533 33

Aggregate of debt bearing coin interest.....\$1,717,043,500 00 \$24,540,093 87

Interest due and unpaid..... 3,574,960 74

**DEBT BEARING INTEREST IN LAWFUL MONEY.**

3 per cent. navy pension fund, 1868..... \$14,000,000 00 \$140,000 00

**DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.**

4 to 6 per cent. old debt, 1837

5 percent. Mexican indemnity stock, 1846..... 1,104 91 85 74

6 per cent. bonds, 1847..... 1,250 00 22 00

6 per cent. bounty land scrip, 1847..... 3,400 00 216 55

5 per cent. Texas indemnity bonds, 1850..... 21,000 00 3,045 00

5 per cent. bonds, of 1858..... 8,000 00.....

5 per cent. bonds, 1860..... 10,000 00 600 00

5 per cent. 5-20 bonds, called 1862..... 521,550 00 598 45

5 per cent. 5-20 bonds, called June, 1864..... 149,850 00 522 33

5 per cent. 5-20 bonds, called 1865..... 3,108,750 00 113,977 28

5 per cent. Consol. bonds, called, 1865..... 22,511,750 00 798,013 81

1-10 to 6 per cent. treasury notes, prior to 1846..... 82,525 35 2,688 06

1-10 to 6 per cent. treasury notes, 1846..... 6,000 00 206 00

6 per ct. treasury notes, 1847..... 950 00 67 00

3 to 6 per cent. treasury notes, 1857..... 1,900 00 105 00

6 per ct. treasury notes, 1861..... 3,000 00 364 50

7 3-10 per cent. 3 years' treasury notes, 1861..... 16,850 00 1,152 00

5 per cent. 1 year notes, 1863..... 51,175 00 2,720 85

5 per cent. 2 year notes, 1863..... 40,000 00 2,292 17

5 per cent. compound interest notes, 1863-64..... 283,850 00 58,219 29

7 3-10 per cent. 3 years' treasury notes, 1864-65..... 162,450 00 9,400 40

6 per cent. certificates of indebtedness, 1862-63..... 5,000 00 313 48

4 to 6 per cent. temporary loan, 1864..... 3,060 00 256 06

3 per cent. certificates called..... 5,000 00 394 31

Aggregate of debt on which interest has ceased since maturity..... \$27,062,880 26 \$1,049,495 09

**DEBT BEARING NO INTEREST.**

Demand notes, 1861-62..... \$63,702 50

Legal tender notes, 1862-63..... 254,490,892 00

Certificates of deposit..... 27,620,000 00

Fractional currency, 1862-3-4..... 18,352,574 60

Coin certificates, 1863..... 33,543,200 00

Unclaimed interest..... 7,447 03

Aggregate of debt bearing no interest..... \$444,070,369 16 \$7,447 03

**RECAPITULATION.**

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$758,778,850 00	
Bonds at 5 per cent.....	103,266,660 00	
Bonds at 4 1/2 per cent.....	200,000,000 00	
Bonds at 4 per cent.....	65,000,000 00	

\$1,717,043,500 00 \$28,515,034 61

Debt bearing interest in lawful money, viz:

Navy pension fund, 3 percent..... 14,000,000 00 140,000 00

Debt on which interest has ceased since maturity..... 27,062,880 26 1,049,495 09

Debt bearing no interest, viz:

Old Demand and legal-tender notes..... \$354,554,594 50

Certificates of deposit..... 27,620,000 00

Fractional currency..... 18,352,574 60

Coin Certificates..... 33,543,200 00

\$444,070,369 16

Unclaimed interest..... 7,447 03

\$2,202,176,749 42 \$29,711,996 73

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,231,888,748 15

**AMOUNT IN TREASURY.**

Coin..... \$131,022,843 94

Currency..... 15,959,632 64

Currency held for redemption of fractional cur. ency..... 9,444,569 00

Special deposit held for redemption of certificates of deposit as provided by law..... 37,620,000 00

\$194,039,046 58

Less: Estimated amount due Military Establishment for which no appropriations have been made..... 9,500,000 00

\$184,538,046 58

Debt, less amount in Treasury, Nov. 1, 1877.....\$2,047,350,700 57

Debt, less amount in Treasury, on the 1st ult. 2,061,587,264 87

Decrease of debt during the past month.. \$4,236,564 30

Decrease of debt since June 30, 1877..... 12,807,522 69

**BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES.****INTEREST PAYABLE IN LAWFUL MONEY.**

Central Pacific bonds, 1862-64..... \$25,865,120 00 \$517,702 40

Kansas Pacific bonds, 1862-64..... 6,303,000 00 126,060 00

Union Pacific bonds, 1862-64..... 27,236,512 00 544,730 24

Central Branch Union Pacific bonds, 1862-64..... 1,600,000 00 32,000 00

Western Pacific bonds, 1862-4..... 1,970,500 00 39,411 20

Sioux City and Pacific bonds, 1862-64..... 1,624,320 00 32,568 40

Totals..... \$64,623,512 00 \$1,292,470 24

Interest paid by United States, \$35,957,629 14; interest repaid by transportation of mails, &c., \$8,756,413 02; balance of interest paid by United States, \$27,201,215 02.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, October 31, 1877.

JOHN SHERMAN,  
Secretary of the Treasury.

**Wealth and Resources of Brazil.**

The necessities of our own development have for many years been largely supplied by countries to which we send very little in return, and this has been conspicuously true of Brazil. We began paying large sums to that country twenty years ago, and we have followed on their rapid increase of production by a more rapid increase of our demand, until we now consume more than 60 per cent. of the entire production of coffee there—our share in 1876 being over 250,000,000 pounds, for which we paid, in gold, in Rio Janeiro, the large sum of \$40,516,609. Our Minister to that Government, under date of July 31, 1876, gives the following statement of the actual export of coffee from Rio Janeiro to the United States and to Europe for three years, as follows:

	1873-4	1874-5	1875-6	Total.
Tons.				
To the U. S.....	77,065	106,434	99,657	283,156
To Europe.....	39,350	74,070	62,335	175,775

The excess to the United States for this period is thus shown to be 106,381 tons—a striking illustration of the great preponderance of our interests there, and of the supreme importance of our market to them.

The wealth of Brazil as a whole, and in detail for the leading provinces is much greater than is generally understood. At Para and the Amazon



districts, India rubber is very largely produced and exported; at Maranhao, cotton and sugar in large quantities are added to the exports; Ceara is a rich province, with the same products; Rio Grande another, and next is Pernambuco, with an enormous production of both sugar and cotton. Further southward is Bahia, which is next to Pernambuco in the quantities of sugar and cotton, adding tobacco and a small amount of coffee. Espirito Santo, Rio Janeiro and San Paulo are the great coffee districts, producing, according to the official report of Dr. Moreira, over five hundred millions of pounds of cotton in the aggregate.

The distribution of this product, as exported, is given by this author, as follows, for 1878-4:

	Pounds.	Value.
Ceara .....	2,127,732	\$323,153
Pernambuco .....	10,608	1,153
Sergipe .....	111,861	19,388
Bahia .....	7,433,124	991,548
Espirito Santo .....	13,953,804	1,266,040
Rio Janeiro .....	379,389,594	48,048,747
San Paulo .....	136,781,447	est. 16,000,000

Totals ..... 539,857,968 \$66,650,009

These totals are larger than the total export given in another place by the same author, which were:

Crop Years.	Pounds.	Value.
1871-2 .....	301,345,796	\$35,111,209
1872-3 .....	461,499,837	57,642,733
1873-4 .....	370,447,990	55,086,268

The exports of sugar and cotton were also very large for the period of eleven years cited by the same author, 1864 to 1874, averaging 200 to 300 millions of pounds of sugar, valued at 10 to 15 millions of dollars. Cotton ranged from 75 to 150 millions of pounds yearly, worth 15 to 20 millions of dollars. Of these two products only a small proportion came to the United States, while of coffee nearly two-thirds was ours. The average price of coffee at Rio Janeiro remained at about 9 cents per pound from 1864 to 1869, rising in 1870 to 10 cents, and in 1871 to 15 cents. In 1872 it fell again to 9 cents, but rose in 1873 to 15 cents, and has since remained at 16 to 17 cents. The quantity produced in each of the several provinces has largely increased, and, the price being nearly doubled, the proceeds realized by the people of Brazil are four times as great as they were ten or twelve years ago, and they have greatly enriched the producers where coffee is grown.

The enormous importation into the United States from Brazil is shown by the following figures:

#### COFFEE FROM BRAZIL.

1869-70 .....	lbs. 183,413,456	\$18,322,580
1870-71 .....	257,472,708	24,839,488
1871-72 .....	194,281,511	23,970,822
1872-73 .....	206,243,596	30,861,906
1873-74 .....	196,358,671	37,342,692
1874-75 .....	229,701,637	35,059,274
1875-76 .....	252,532,667	40,516,609

#### TOTAL COFFEE IMPORTS.

1869-70 .....	lbs. 235,256,574	\$24,234,879
1870-71 .....	217,992,048	30,992,869
1871-72 .....	298,805,946	37,942,225
1872-73 .....	293,284,201	44,107,397
1873-74 .....	235,171,512	55,048,967
1874-75 .....	317,970,665	50,591,488
1875-76 .....	339,789,246	56,788,997

The importation of coffee from other South American countries is large, Venezuela, Central American and Colombia furnishing in 1875 635,888,448 pounds, valued at \$6,425,448. Some idea may be formed from these statements of the rapid increase in the annual drain for money to Brazil, which rose from eighteen millions of dollars, in 1869-70, to forty and a half millions, in 1875-6. We also import large quantities of hides, sugar and gums raw, the whole making our average annual tribute about forty five millions of dollars, against which the average offset has been but about seven millions in value of flour and provisions, chiefly flour. The following table will show

how little revenue to the Treasury of the United States this enormous importation from Brazil now yields:

	Free.	Dutiable.	Total.
1868-69 .....	\$630,295	\$24,282,155	\$24,912,450
1869-70 .....	477,506	24,698,453	25,175,959
1870-71 .....	2,147,034	28,413,613	30,560,648
1871-72 .....	2,743,088	27,391,161	30,134,249
1872-73 .....	35,801,725	2,756,303	38,558,028
1873-74 .....	42,338,630	1,572,685	43,911,315
1874-75 .....	39,260,710	2,772,336	42,033,046
1875-76 .....	43,972,456	1,480,717	45,453,173

The imports free of duty rose from less than half a million in 1869-70 to nearly 44 millions in 1876; a striking illustration of the results of neglecting this vast interest. Next to coffee the leading products coming to us from Brazil were in 1876:

Barks, lbs .....	89,837	\$42,614	
Cocoa .....		72,000	
Hair, lbs .....	444,300	100,044	Free.
Hides .....		735,729	
India Rubber .....	5,201,914	2,141,562	
Woods .....		134,959	
Sugar, lbs .....	40,010,416	\$1,329,938	Dutiable.
Wool, lbs .....	937,158	126,960	

And the chief articles exported by the United States to Brazil, for the same year were:

Bread and Biscuit .....	\$26,716
Indian Corn, 45,163 bushels .....	31,484
Wheat Flour, barrels, 536,180 .....	3,871,189
Carriages and Cars .....	26,096
Clocks .....	28,252
Cotton, manufactured yards, 5,170,299 .....	585,299
Drugs and Chemicals .....	152,847
Locomotives, 15 .....	193,500
Machinery .....	86,582
Railway materials .....	18,729
Other works of Iron .....	78,740
Tools and Cutlery .....	77,361
Naval Stores .....	33,541
Petroleum, gal., 2,685,304 .....	499,922
Paper .....	51,203
Lard, lbs., 4,486,402 .....	743,073
Soaps, lbs., 292,336 .....	19,977
Wood, lumber, M. ft., 12,162 .....	212,597
Furniture .....	51,844

Total 1875-76 .....	\$7,253,218
Total 1874-75 .....	7,634,865
Total 1873-74 .....	7,502,852
Total 1872-73 .....	7,092,087

These statements will show how extremely meagre our trade with that rich country is, even under the stimulus of having to pay them over forty millions in gold, annually, for their coffee alone.

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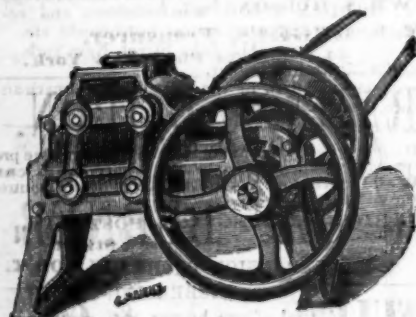
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**The Coal Trade.**

For the week ending the 27th ultimo, the total tonnage, as reported by the several carrying companies, amounted to 561,182 tons, against 566,366 tons in corresponding week last year, a decrease of 14,184 tons. The total amount of anthracite mined for the coal year is 16,192,204 tons, against 14,712,732 tons for same period last year, an increase of 1,479,472 tons. The quantity of bituminous coal sent to market for the week amounted to 77,122 tons, against 80,488 tons in corresponding week last year, a decrease of 3366 tons. The total amount of bituminous mined for the year is 2,779,043 tons, against 2,831,333 tons for corresponding period last year, a decrease of 52,290 tons. The total tonnage of all kinds of coal for the week is 628,304 tons, against 646,854 tons in corresponding week last year, a decrease of 17,550 tons. The total tonnage of all kinds of coal for the coal year is 18,974,247 tons, against 17,544,065 to same date last year, an increase of 1,427,182 tons. The receipts at Perth Amboy for the week ending on the 27th ultimo were 32,511 tons, the shipments 17,350 tons, leaving a stock on hand of 107,672 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of October was 121,218 tons, of which 108,303 tons were coal, and 17,915 tons coke. The total carried for the year is 4,770,576 tons, of which 3,041,451 tons were coal and 477,250 tons coke. These figures embrace all the coal carried over the road, east and west.—*Phila. Ledger, Nov. 5.*

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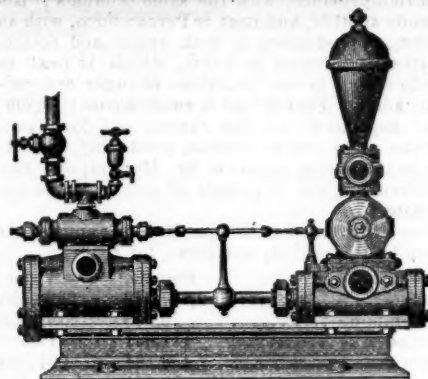
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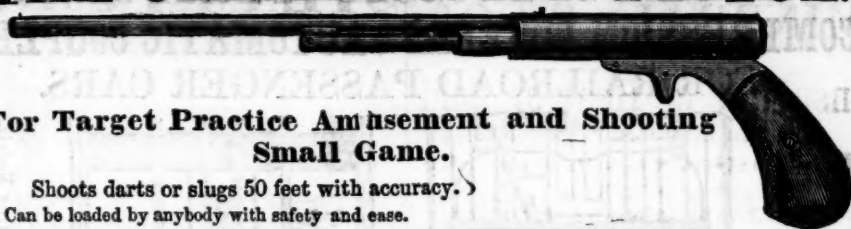
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The work contains a great number of diagrams and illustrations; and to those acquainted with geometry and mathematical formulas, and who have also some knowledge of stone cutting, masonry, &c., it will prove valuable.

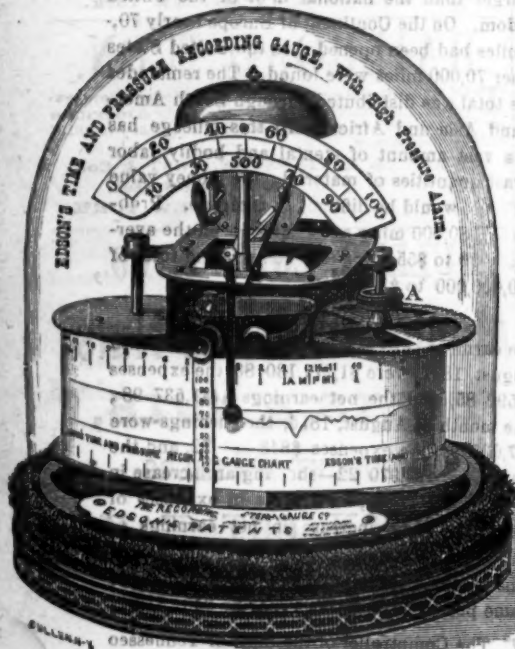
The coal tonnage from the Schuylkill region over the Reading Railroad for the week ending on the 3d inst. was 145,000 tons, of which there were sent to Port Richmond 64,000 tons, there being shipped thence in the same week 66,500 tons. The coal tonnage of the road for the month of October amounted to 802,939 tons. The Reading Coal and Iron Company mined in the same month 438,000 tons.

The Lake Erie, Evansville and Southwestern Railroad was sold under a foreclosure for \$6,100, at Seymour, Indiana, on the 31st ult., subject to claims before the Court.

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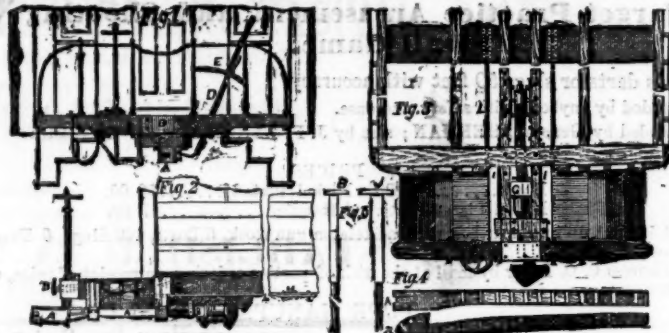
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